

Chapter II.

II. NATURAL RESOURCES OF MANCHURIA

(1) AGRICULTURE

The Garden of China--"Manchuria," says the Encyclopedia Americana (1921), "has one of the richest soils in the world, and, with the development of the soya bean industry, has grown more rapidly than any other Chinese province. In the summer the southern part looks to an American much like Illinois, and one may find on its northern hills lilies-of-the-valley, pink peonies, white and yellow daisies and the fragile dog roses, as in Wisconsin and Minnesota. With the exception of the four ice-locked months, its fields are luxuriant with wheat, barley and millet, so that it has come to be called the "Garden of China."

The "Economic History of Manchuria," published by the Bank of Chosen (an interesting and valuable contribution to the growing literature of Manchuria) states: "Manchuria is yet the most favored spot for agriculture in the Far East, and its opportunities may well be termed "immense". That great mass of level land, extending over the whole of Central Manchuria and comprising the basins of the Liao, Sungari, Nen and Heilong, the productiveness of which can compare favorably with any part of Japan or Korea, is by itself large as the whole of the Chinese Peninsula* or of the mainland of Japan, and, to those who know how little of level land there is in these two countries that is really arable and actually under cultivation, it will not be all difficult to imagine the wonder in which the two peoples look upon this apparently boundless extension of rich field. An American gentleman with whom the author had the honor of traveling in Manchuria ejaculated, as the train was drawing near to Mukden, 'This is exactly what we see in America,' as though relieved at seeing something homelike after a long journey through apparently endless chains of rugged mountains in Japan and Chosen."

Area under cultivation--The aggregate area under cultivation in Manchuria and Eastern Inner Mongolia is about 30,000,000 acres. The arable land awaiting development is estimated at 34,000,000 acres. The land being reclaimed is estimated at about a million acres a year.

Railways stimulating agricultural production--Until quite recently the crops were transported through inadequate waterways and by primitive Manchurian carts, but the establishment of railways and the highly efficient port of Dairen has made a radical improvement in transportation methods. The Chinese Eastern Railway, the South Manchuria Railway, and the Peking-Mukden Line of the Chinese Government Railways are now carrying annually large numbers of immigrants and great stocks of agricultural produce.

Methods of cultivation--Agricultural methods in many parts of Asia have changed little in centuries. But in Manchuria a great change has taken place since the South Manchuria Railway inaugurated its program of economic development work. Modern methods are taught the native farmers; the fertility of the soil has been increased; the yield and quality of the great staple crops have been improved; and new plants and trees have been introduced.

For this reorganization of Manchurian farming, the Agricultural Experiment Stations instituted by the railway are primarily responsible. These stations, similar in many respects to those in the United States, seek to bring to Manchuria the latest world knowledge of scientific agriculture.

At Kungchuling (in the heart of Manchuria, 400 miles north of Dairen) is the main experiment station. Here are being carried on important experiments in animal breeding. Merinos from the United States have been bred with the native sheep, increasing the quality and yield of wool, and thus giving great impetus to the export trade.

Much has been done to increase the oil content of Manchuria's Chief

product, the soya bean, and better cultural methods have been taught the farmer. Sugar beets are being grown extensively, and beet sugar manufacture has become one of the important new industries of Manchuria.

The arboriculture work at the Hsiungyaocheng experiment station has been productive of most important results in reforestation and afforestation. Much of this country was barren of trees. But now big orchards dot the southern part of Manchuria; American apples and grapes have been successfully introduced, and the fragrant perfume of acacia and pear blossoms fills the air in springtime. In Northern Manchuria there have been planted many Chinese poplars, from the wood of which match stems and pulp are made.

Experiments are going forward at Hsiungyaocheng for the improvement of the cultivation of tussah, or wild silk, from which pongee is made. Wild silk is one of the principal exports.

Agricultural products --The chief agricultural products of Manchuria are soya beans, kaoliang (a sort of sorghum), millet, maize and wheat.

The output of the leading crops in 1913 was as follows (in tons), though it should be mentioned that yields were somewhat below the average on account of unfavorable weather:

	Kaoliang	Millet	Soya Beans	Corn	Barley	Wheat
Fengtien Province....	2,032,500	832,600	1,152,920	627,100	72,120	105,400
Kirin Province.....	1,238,820	318,260	706,870	571,120	105,140	255,200
Heilungkiang Province	476,490	139,500	525,240	181,610	77,460	209,700
Eastern Inner Mongolia	349,140	220,500	100,030	29,420	14,100	28,100

Soya beans--The United States Department of Agriculture, in a recent report, made this statement: "The rapid rise of the soya bean to a crop of special importance in the world's commerce in the past few years is one of the most remarkable agricultural developments of recent times."

The soya bean has been an important product of food and general utility in China for 5,000 years, but it is only during the last few years that America and Europe have learned of the importance of this staple of the soil of Manchuria. The Japanese firm of Mitsui & Company made the first shipments abroad in 1908, when 100 tons were exported to England. Huge quantities of soya bean oil were exported to the United States during the World War to supply essential raw materials.

The development of a world market for Manchuria's chief trade product has resulted from the activities of the South Manchuria Railway Company in improving the quality of the soya bean and exploiting new uses for it through its agricultural research laboratories, and in systematizing the transportation and merchandising of the crop. The growth of the industry has provided employment for hundreds of thousands of Chinese, who have been attracted to Manchuria from the neighboring provinces, chiefly from Shantung.

With its very high content of protein (40%), the soya bean has been characterized as a "modern manna." Among its many uses the Department of Agriculture has listed these:

Plants.	(Manure	(Hay.				
	(FORAGE.	(Ensilage		(Breakfast foods.	(Bread.	
	(Pasture.	(Soiling		(Diabetic foods.	(Cakes	
				(Flour	(Muffins	
	(Meal.....	(Human food		(Infant foods.	(Biscuit	
		(Stock feed.		(Macaroni		
		(Fertilizer.		(Cereals		
				(Milk		
		(Glycerin				
		(Explosives				
		(Tramels				
		(Varnish				
				(Butter substitute		
		(Food products.....		(Lard substitutes		
		(Waterproof goods		(Edible oils		
	(Oil.....	(Linoleum		(Salad oils		
		(Paints				
		(Soap stock.....		(Soft soaps		
Seeds.		(Celluloid		(Hard soaps		
		(Rubber substitute				
		(Printing inks		(Soy sauce		
		(Lighting		(Boiled beans		
		(Lubricating		(Baked beans		
				(Soups		(Fresh
		(Dried beans.....		(Coffee substitute		(Dried
				(Roasted beans		(Cheese
				(Vegetable milk ...		(Fermented
	(Food....			(Breakfast foods		
						(Condensed milk
				(Green vegetables		(Fresh milk
		(Green beans.....		(Canned		(Confections
				(Salads		(Casein

From the busy port of Dairen, the gateway to Manchuria and the southern terminus of the railway, merchant ships of many nations now carry great cargoes of soya beans and bean oil to leading ports all over the world. Beans are exported mostly to China and Japan, bean cake to Japan, and bean oil mostly to Europe and America.

In South Manchuria there are about 200 large bean mills, using various methods of oil expression, from the primitive hand press to motor power. Dairen, the chief center of this industry, has 82 mills. A new process to extract oil by means of chemical action was adopted at an experimental bean mill built by the South Manchuria Railway Company in 1915, and in pursuance of the company's policy, when the superiority of the process had been established, it was turned over to private management to develop commercially. Another development in the bean oil industry is also due to an invention made at the company's laboratory for the hardening of bean oil and the manufacture of stearin, olein, glycerine, etc., which led to the establishment of a private company for its special exploitation.

Soya beans of Manchuria are divided into four classes, according to color--yellow, white eyebrow, green and black. The chemical composition of soya beans, according to analyses made in the Dairen Central Laboratory, is as follows (the figure showing percentages):

	Albumi-		Carbo-		Fiber Ash	
	Moisture	noids	Fat	hydrates		
	%	%	%	%	%	%
Yellow Bean.....	9.11	39.90	17.59	24.27	4.92	4.21
White Eyebrow.....	12.34	37.35	17.37	23.36	5.12	4.36
Green Bean	12.64	36.47	16.23	25.08	4.89	4.69
Black Bean	10.74	35.32	15.80	24.43	5.96	4.00

Kaoliang (a sort of sorghum)--The staple food of the native population is kaoliang, and it is also the principal grain food of the numerous animals kept for farm work and the carrying trade of the three provinces.

Before soya beans attained their present importance, half the total area of the cultivated land in Manchuria was devoted to kaoliang, and a large amount of it was exported to other provinces of China. Recently the cultivation of kaoliang has given place to that of beans in many places. In Manchuria approximately 26% of the cultivated area is devoted to kaoliang, 20% to beans, 20% to millet, 14% to corn, 8.5% to wheat and 11.5% to other crops. The acreage of corn runs higher than this average in South Manchuria, and that of wheat higher in North Manchuria.

The average annual production of kaoliang in Manchuria is estimated at about 220,000,000 bushels. It is not only used as a foodstuff for man and beast, but the native spirituous drink is also made out of it. Nor are the grains the only useful part of it; the stalks play a very important role. The outer leaf layers are woven into mats, so much required in the trade of the country, for roofing ricks and packing loads of grains and beans, and for numerous other purposes. The stalks are also utilized for fencing, bridging and housebuilding, and for fuel and pulp. Kaoliang spirit, extensively used in both Manchuria and Mongolia, is colorless and transparent, and possesses a strong flavor, which peculiarly appeals to the taste of the natives.

Millet--As a staple food of the native population, millet ranks next to kaoliang, and in North Manchuria, where kaoliang does not thrive so well, it is the main food of the inhabitants. It is also important as material for distilling huangchu (yellow drink), while its straw is universally used for fodder. Millet is cultivated throughout Manchuria, but more largely in the north than in the south. The annual production is about 160,000,000 bushels. Its importance as an article of trade is growing.

Maize--Maize, or Indian corn, is grown in Manchuria in the same way as kaoliang. It is divided into three kinds--yellow, red and a native breed called laolaichou. It is grown in the southern part South Manchuria and also in a part of North Manchuria, and also forms an important article of food. In North Manchuria, an intoxicant is brewed from it. The stalks are used as fuel, while the dry blades are good for fodder. The crop is about 60,000,000 bushels.

Wheat--North Manchuria is an ideal wheat field, and this cereal is there grown in considerable quantities. The best wheat fields are around Ningan, Petuna and Harbin, along the right bank of the Sungari, and in the country around Suiwha. In South Manchuria wheat fields are mostly around Hsifeng and Hailung, and the country lying to the west of the Liao, while Tiehling has one of the largest flour mills in Manchuria. Wheat has been cultivated in Manchuria from very early times, but only recently has the production been sufficient to encourage export. Manchurian wheat has begun to take its place in world trade. In 1920, as the result of an unusually good crop and a keen demand in Europe, 444,000 tons were exported through the port of Dairen. In 1922, however, only about 10,000 tons were so exported. Manchuria imports large quantities of wheat flour.

Barley--The cultivation of barley in large quantities dates from the Russo-Japanese War, when the Japanese army in Manchuria created a demand for it as the grain food for horses. It is now cultivated in considerable quantities around Changchun, Kungchuling, Liaoyang and Haicheng. It is used by the natives as food and as feed for their animals. It is also used in the distillation of a native drink. Its annual production is estimated at 30,000,000 bushels, in round numbers.

Buckwheat--Buckwheat is an autumn crop which requires only two and a half months to ripen, being sown in July and harvested in September. It is often sown after wheat, or takes the place of other crops when these fail on account of drought or excessive rainfall, so that one harvest at least may be obtained from the soil. It is ground into flour and made into a kind of macaroni, baked into cakes, or boiled to make gruel.

Rice-- Rice in Manchuria is not extensively cultivated in paddy fields, but it is grown on dry land like other cereals. The production has never been very large, for the Chinese in Manchuria do not care much for it. The demand is now fast growing owing to the entry of the Japanese into Manchuria. Just as the Russian entry into the north stimulated the cultivation of wheat, that of the Japanese in the south is encouraging rice cultivation there. The cultivation of lowland rice was first undertaken by the Korean immigrants, then it was followed by the Chinese, and today many Japanese are engaged in the cultivation of it along the railway lines.

Hemp and jute-- Hemp is grown in all the three provinces of Manchuria, about three-fourths of the total production being in the southern part. Jute is grown along the Liao, Nonni, Sungari and Tumen Rivers. About three-quarters of this crop is produced in North Manchuria. A large part of the hemp and jute is consumed where it is grown, but there is some surplus for export. Foreign shipments of hemp, jute and ramie at Dairen in some years have amounted to more than 2,000,000 pounds. Hemp plants cultivated for seed are not as a rule utilized for fiber, or, if they are, the yield is of a very poor quality. The best hemp, white and tenacious, is produced in Fengtien Province, and is generally woven into cloth, while the next quality is produced in Kirin Province, and is generally made into thread. A more ordinary quality is made into nets and ropes, and the poorest is used for paper-making. Jute is less flexible than hemp, but because of its waterproof nature is used in the making of bags, ropes, nets and string, and various shipping and fishing tackles. In 1916 a company was formed in Dairen to manufacture hemp bags, using Manchurian hemp and Indian jute.

Tobacco-- Tobacco is one of the staple products of Manchuria. The best leaf is raised around Kirin. It is blended with foreign leaf in making cigarettes. The British American Tobacco Company has a factory at Mukden, and the East Asia Tobacco Company and the Toa Tobacco Company have factories at Yingkou. The export of the native leaf is increasing.

Cotton-- Cotton is grown only in the region lying to the south of a line drawn between Tichling and Kangping. Cotton in Manchuria was originally cultivated on a very small scale by the farmer for the use of his own household, and it was only around Liaoyang and Chihhsien that cotton was brought to the market as an article of trade.

Wild silk--The cultivation of wild silk was begun in China some 1,800 years ago and was introduced into the Manchurian provinces by immigrants from Shantung Province about a century ago. Wild, or tussah, silk is used in the manufacture of pongee. The industry developed year by year, taking into the silk region district after district, until it now comprises almost the whole country, including in the south the leased Territory of Kwantung and, further north, the towns of Kaiyuan, Changtu, Hailung, Tunghwa, etc; in short, nearly all South Manchuria. Antung and Kaiping are the principal centers of this silk trade. More than \$9,000,000 worth of wild silk was exported from South Manchuria in 1922.

Sugar beets---The soil is adapted to the sugar beet, and especially around Mukden are large tracts under cultivation for the South Manchuria Sugar Refining Company. The development of the beet sugar industry has been stimulated by experiments conducted at the Agricultural Experiment Station since 1914. The average percentage of sugar in beets is 15.34%

Other crops--Manchuria has great possibilities as a fruit-growing country, and it is quite possible that it may develop into a great wine-producing region, owing to its natural fitness for the cultivation of the vine. In the belt from Kwantung north to Mukden, the orchard industry grapes, etc., are now being grown.

Manchurian farms also produce potatoes, oats, red and kidney beans, etc.

Stock raising--Before the immigration of the Chinese from the south, the chief occupation of the original Manchus was the raising of stock. With the entry of the Chinese, the rich pastoral grounds which then covered the greater part of the country were converted one after the other into grain fields. Thus agriculture rose but stock-farming waned. A shadow of the old pastoral age is still visible on the Mongolian frontier and in the western part of Heilungkiang Province, where the inhabitants are engaged in the breeding of cattle. Besides, the Manchurian farmers generally keep large numbers of horses, mules, donkeys, oxen and pigs.

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Manchurian farms also produce potatoes, oats, red and kidney beans, etc.

Stock raising--Before the immigration of the Chinese from the south, the chief occupation of the original Manchus was the raising of stock. With the entry of the Chinese, the rich pastoral grounds which then covered the greater part of the country were converted one after the other into grain fields. Thus agriculture rose but stock-farming waned. A shadow of the old pastoral age is still visible on the Mongolian frontier and in the western part of Heilungkiang Province, where the inhabitants are engaged in the breeding of cattle. Besides, the Manchurian farmers generally keep large numbers of horses, mules, donkeys, oxen and pigs.

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The Chinese have always been skillful in using domestic animals on the farm. Five or six head of cattle, horses, mules or donkeys are often hitched at random to a heavily loaded cart, and this motley team is managed with admirable dexterity by a Chinese driver. Sheep and goats are plentiful, especially in Mongolia, where the inhabitants depend largely upon them for meat, milk and cheese.

Recent estimates of the live stock in Manchuria and Eastern Mongolia gave the following figures: horses, 2,500,000; mules, 600,000; donkeys, 600,000; cattle, 2,200,000; sheep and goats, 2,600,000, and swine 6,300,000. Nearly every farmer keeps a few domestic fowls. The total number was estimated at about 9,000,000 a few years ago, but it is impossible to give such figures with much exactness.

The horses are principally of Mongolian breeds, rather undersized, but with great endurance. Mules, unknown in Japan, have long been bred in China. They command higher prices than horses. The donkeys are used in farming and hauling.

The cattle are of Korean, Shantung, Manchurian and Mongolian breeds. The Chinese keep cattle as draft animals, and the Mongolians for the milk they yield, the beef being regarded as a by-product. The cattle in South Manchuria and Inner Mongolia have not been properly bred, and there is a great opportunity for improving the different breeds by the mixture of foreign stock. The same is true of sheep and pigs. The native sheep give only about three pounds of wool. With the recent development of the woolen industry in Japan, both wool and goats' hair have been exported in considerable quantities. In South Manchuria goat raising takes the place of sheep raising among the Chinese. Pigs' bristles are exported for brushes. The South Manchuria Railway Company, through its agricultural experiment stations, is importing American and British stock, and in time Manchuria may be expected to develop into one of the finest grazing countries of the world. Crossing the native sheep with Merinos has increased the output of wool of two-year-old mixed sheep from 3.4 to 6.2 pounds. The second breeding with Merinos trebled the output of wool. Bred with Southdown sheep, the output of wool was increased to 4.5 pounds and, with Shropshire, to 5.9 pounds.

The export trade in animals and animal products is bound to grow rapidly as modern breeding methods become more widely practiced. According to statistics compiled by the Research Office of the South Manchuria Railway Company, the principal exports of these products from the three ports of South Manchuria in 1922 were as follows:

Cattle (number)	2,330
Wool, hair and feathers (lbs.)	4,555,000
Bristles (lbs.)	798,000
Leather, hides and skins (value)	\$ 317,060
Horns and teeth (lbs.)	106,400
Bones (tons)	9,000
Poultry (number)	127,900
Eggs (dozen)	141,500

Doc 203-B-2

(2) FORESTRY

Distribution of forests--In South Manchuria, the foot of the Changpai Mountains, along the upper reaches of the Sungari, the Numan and the Tumen rivers and also the upper parts of the Yalu and the Hun are densely wooded; while in North Manchuria, the districts about Hailin on the Eastern Section (between Harbin and Pogranichnaya) of the Chinese Eastern Railway and about Sansing in Kirin Province are the principal forest lands. Mongolia is a vast plain consisting of level land grown with grass and dotted with dunes. Nothing like a forest can be seen.

The forest areas are estimated as follows:

- a. On the right bank of the Yalu and along the Hun River--1,600,000 acres with 6,900,000,000 cubic feet of timber.
- b. On the upper parts of the Sungari, the Numan and the Tumen--4,800,000

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(2) FORESTRY

Distribution of forests--In South Manchuria, the foot of the Changpai Mountains, along the upper reaches of the Sungari, the Numan and the Tumen rivers and also the upper parts of the Yalu and the Hun are densely wooded; while in North Manchuria, the districts about Hailin on the Eastern Section (between Harbin and Pogranichnaya) of the Chinese Eastern Railway and about Sansing in Kirin Province are the principal forest lands. Mongolia is a vast plain consisting of level land grown with grass and dotted with dunes. Nothing like a forest can be seen.

The forest areas are estimated as follows:

a. On the right bank of the Yalu and along the Hun River--1,600,000 acres with 6,900,000,000 cubic feet of timber.

b. On the upper parts of the Sungari, the Numan and the Tumen--4,800,000

acres with 26,000,000,000 cubic feet of timber.

- c. In the Eastern Section (between Harbin and Pogranichnaya)--6,000,000 acres with 18,500,000,000 cubic feet of timber.
- d. In Samsing district--13,000,000 acres with fifty-two billion cubic feet.
- e. As to the forests in and about the Hingan Mountains, no data can be obtained, except that in the districts within a radius of about 30 miles around Horgo and Hingan Stations, the average timber asset is put at about 1,300 cubic feet to the acre.

Forest conservation--Manchuria needs afforestation in many places. Hills and mountains now barren but capable of being covered with fine forests for the benefit of the people, both from an economic and hygienic point of view, are visible everywhere. This is especially true in Kwantung, which is mountainous, yet with few trees on the mountains. The only trees in that region, when the administration was handed over to Japan, were a few willows and elms near villages and towns. Nursery gardens were established at Port Arthur, Chinchow and Dairen, to supply saplings for afforestation undertaken by the Government. Several million young trees have been planted annually for the last several years.

The Fushun Colliery has instituted a very extensive program of afforestation to provide timber for the mines. It is estimated that 54,000 acres must be planted with 100,000,000 trees, and the program calls for the completion of this plan in a period of thirty years. In the first year, 1919, an area of 930 acres was planted with 2,000,000 young trees, and at the same time 44,000,000 sprouts were started in the nursery fields.

Also, to encourage the general public in this useful undertaking, forest lands are rented free of charge to those desiring to afforest them, and seeds and young plants are supplied to them. Regulations have also been published for the protection of forests. These measures have had the desired effect, and, with the increase in the interest taken by the public in the matter of afforestation, many nursery gardens owned by villages have been formed.

Varieties of trees--About 3000 kinds of trees are known in Manchuria, but the principal varieties number about 20. About 40 percent of the forests are conifers, and 60 per cent broad-leaved trees. Korean pines are the most common conifers. They are frequently from four to five feet in diameter, reaching a height of more than one hundred feet. Oaks, elms and poplars are the most common broad-leaved trees.

Timber industry--As timber markets, Kirin and Antung come foremost, followed by such consuming centers as Harbin, Changchun, Mukden and Dairen. Kirin and Antung come foremost, followed by such consuming centers as Harbin, Changchun, Mukden and Dairen. Kirin has long been a timber center. Along the eastern section of the Chinese Eastern Railway, the railway management and Russians and Chinese have had railway sidings built to their lumber yards and are operating saw mills. Both Kirin and Yalu timber is carried down the rivers.

Doc 203-B-3

(3. FISHERIES

Salt water fisheries--With the Yellow Sea to the east and Gulf of Pechili to the west, and a coast line of 500 miles, the Leased Territory of Kwantung offers an ideal field for the fishing industry. The annual catch is placed at about 25,000 tons, valued at some \$600,000. The catch includes tai, cod, swordfish, guchi, sawara, sole, flounders, surubi (bass), shark, nibe, sardines, shirasu, cuttlefish, octopi, sea-slug, oysters, carfish, prawns, lobster, crabs, whales, seals, etc.

The whale-fishery about Haiyangtao Island, near which the naval battle took place in the Chinese-Japanese War, is undertaken almost exclusively by the Oriental Whale Fishery Company. The catches are forwarded to Shimonoseki. Seals are captured on the ice-floes in the north of the Yellow Sea and also in the north of the Gulf of Pechili when the ice in the coast-waters breaks up on the return of spring.

Encouragement of fisheries--For the benefit of the fishing community the Kwantung Government established an experimental station for fishery products.

acres with 26,000,000,000 cubic feet of timber.

- c. In the Eastern Section (between Harbin and Pogranichnaya)--6,000,000 acres with 18,500,000,000 cubic feet of timber.
- d. In Sansing district--13,000,000 acres with fifty-two billion cubic feet.
 - e. As to the forests in and about the Hingan Mountains, no data can be obtained, except that in the districts within a radius of about 30 miles around Horgo and Hingan Stations, the average timber asset is put at about 1,300 cubic feet to the acre.

Forest conservation--Manchuria needs afforesting in many places. Hills and mountains now barren but capable of being covered with fine forests for the benefit of the people, both from an economic and hygienic point of view, are visible everywhere. This is especially true in Kwantung, which is mountainous, yet with few trees on the mountains. The only trees in that region, when the administration was handed over to Japan, were a few willows and elms near villages and towns. Nursery gardens were established at Port Arthur, Chinchow and Dairen, to supply seedlings for afforestation undertaken by the Government. Several million young trees have been planted annually for the last several years.

The Fushun Colliery has instituted a very extensive program of afforestation to provide timber for the mines. It is estimated that 54,000 acres must be planted with 150,000,000 trees, and the program calls for the completion of this plan in a period of thirty years. In the first year, 1919, an area of 930 acres was planted with 2,000,000 young trees, and at the same time 44,000,000 sprouts were started in the nursery fields.

Also, to encourage the general public in this useful undertaking, forest lands are rented free of charge to those desiring to afforest them, and seeds and young plants are supplied to them. Regulations have also been published for the protection of forests. These measures have had the desired effect, and, with the increase in the interest taken by the public in the matter of afforestation, many nursery gardens owned by villages have been formed.

Varieties of trees--About 3000 kinds of trees are known in Manchuria, but the principal varieties number about 20. About 40 percent of the forests are conifers, and 60 per cent broad-leaved trees. Korean pines are the most common conifers. They are frequently from four to five feet in diameter, reaching a height of more than one hundred feet. Oaks, elms and poplars are the most common broad-leaved trees.

Timber industry--As timber markets, Kirin and Antung come foremost, followed by such consuming centers as Harbin, Changchun, Mukden and Dairen. Kirin and Antung come foremost, followed by such consuming centers as Harbin, Changchun, Mukden and Dairen. Kirin has long been a timber center. Along the eastern section of the Chinese Eastern Railway, the railway management and Russians and Chinese have had railway sidings built to their lumber yards and are operating saw mills. Both Kirin and Yalu timber is carried down the rivers.

Doc 203-B-3

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in 1908 at Rokotan, about a mile south of Dairen. The station is provided with factories, fishing gear, store rooms, warehouses and drying chambers, and also with boats to undertake experimental fishing and explore the adjacent seas. There is also an association organized to protect and develop the common interests of the fishing community.

Fresh water fisheries--Fresh water fisheries are extensively conducted in all large rivers, notably in the Liao and Yalu in the south, and the lower reaches of the Sungari and its tributary, the Murka. The fish consist mostly of salmon, salmon trout, carp, eels, etc. The Sungari also produces pearls. At one time no fewer than 7,000 to 8,000 pearls annually are said to have been taken from that river in the neighborhood of Kirin.

Dec 204-B-4

(4) MINING

Development of mining--Mining in South Manchuria is of remote origin. Local tradition declares that the coal mine at Fushun was worked as early as the twelfth century, but its working was prohibited by the founder of the Manchu Dynasty from a superstitious belief in Fengshui (Spirit of Nature). There were evidently some other mines once worked. But, except for some conspicuous ones, traces of their working have been entirely effaced by the elements, particularly by the landslides caused by the indiscriminate felling of trees. It seems that most old mines were discovered during the course of this general deforestation, but this same action doomed the fate of the mines thus discovered, since it deprived them of the wood indispensable in mining. Even after the removal of the prohibitory law, every possible obstacle was laid wittingly or unwittingly in the way of mining exploitation.

Mining in the modern sense was first introduced into the country by the Russians when they, jointly with the Chinese, undertook to work the Fushun coal mine. But real progress in the industry began with Japan's succeeding to the Russian privileges and handing them over to the South Manchuria Railway Company to be worked.

Principal Mines--Chinese authorities have listed some 600 places where minerals are located in Fengtien and Kirin Provinces, of which 213 are coal, 26 iron, 234 gold, and the remainder silver, copper and lead.

Gold--Before the introduction of foreign capital for the development of Manchuria's mineral resources, gold was the only metal extensively mined. Manchurian gold is mostly alluvial, and so can be mined with a very small capital. Naturally, all the river beds containing gold dust have been ravaged by gold hunters, and in South Manchuria it is only in these worked-out beds that alluvial gold is now collected. Extensive traces of such mining are found in and around the regions of Hsingling, Tunghua and Huanjen. It is asserted by experts that the alluvial gold of these regions came from gneiss, which is abundant everywhere in Manchuria, and which always contains some gold. Beaten by the weather, the gneiss disintegrated little by little, freeing the gold it contained, which, washed by the rain, deposited itself in the river beds. The most extensive alluvial gold deposits in South Manchuria are found in the tributaries of the Yalu and the upper reaches of the Sungari. In Heilungkian Province there are many gold fields where ore is still obtained in considerable quantities. Chiapikou in Kirin Province was famous for its gold sands years ago and it is believed that there are still rich veins to be mined.

Iron--Next to coal, iron is the most important mineral product of Manchuria. It exists mostly in veins in metamorphic rocks, and the best veins are generally found in northeastern Manchuria along the Yalu. These were worked by the natives on a very small scale. The ores are generally hematite, and though the percentage of iron they contain is not large, being generally about 40 per cent, they are sufficiently rich to be worked with advantage. Two mines stand out prominently, Penhsihu and Anshan. The latter, with 200,000,000 tons of ore reserves, is being developed by the South Manchuria Railway Company in conjunction with its new Anshan Steel Works.

Doc 203-F

VI. THE OPEN ROAD IN MANCHURIA

Manchuria is easy of access to the travelers and business men of the world. Beauties of scenery, as wonderful as anywhere in Asia, lure the European and American to this far country. Not only is Manchuria the scene of amazing developments, new cities, modern industries, scientific achievements and vast agricultural areas, but there is in this old Land of the Manchus a wealth of unforgettable beauty. The cities have a twofold charm. Adjoining the principal age-old Chinese towns there have arisen modern cities, thus providing the traveler not only with the delights of ancient Oriental life and scenes but making it possible to live while there as he would live at home.

Dairen, on the Yellow Sea, the wonderful new city of Manchuria, has been described in earlier chapters. Changchun, at the northern terminus of the railway, has been called the melting pot of Manchuria, and through its streets still drive the old Russian droshkies, mingling with the spike wheeled Peking carts, rikshas and the latest models of Western motor cars.

Mukden, about midway between Dairen and Changchun, is the greatest point of historical interest in Manchuria. From this city in 1644 the first Manchu emperor of China moved his capital to Peking. Within the massive walls of the ancient city the natives live today in much the same way as they have lived for hundreds of years. The teeming streets give a vista of shops, gateways, Chinese theaters, drum towers, temples and palaces. Beyond the walls, in the surrounding forests, stand the historic and magnificent tombs of the emperors of the Manchu Dynasty, China's last imperial line.

Numerous other cities, each with its special claim to the traveler's interest, are reached by the South Manchuria Railway. Manchuria is not all cities, nor all prairies, nor all soya bean fields. Mountains with foaming rivers, ancient temples and fairy-like groves form a background for historic hot springs famous for their curative waters. Along the Yellow Sea charming seaside resorts, unrivalled in the Orient, are known to all Western residents in the Orient and are now beckoning to the tourist passing through the East.

Hoshigaura, or Star Beach, is a seaside resort twenty minutes by motor from Dairen. A modern summer hotel and picturesque bungalows attract many visitors who enjoy the excellent bathing, tennis and golf of this charming spot.

Ogondai (Port Arthur) is a beautiful beach resort, with pine-clad hills, a historic battlefield, cozy bungalows and a comfortable hotel. An old fishing village adds interest, and little tea houses perched on the cliffs enchant the eye.

The Hot Springs at Hsiungyaocheng are of great medicinal value. Excellent hotel accommodations are offered to the traveler who takes the cure at this beautiful resort.

At Chien-shan, or "The Thousand Peaks," the beautiful mountain range south of Mukden, cluster Buddhist and Taoist temples where the traveler may find hospitality and enchantment while visiting at the Hot Springs. The green ridges are broken with cataracts and traced with alluring roads where walking and horseback riding offer many delights to the traveler. A day or night spent at any of these temples is a page out of China's mystic and gorgeous history.

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Springs have been greatly developed, and a beautiful Japanese style hotel with American improvements welcomes the visitor.

Wulungpei, called the beautiful spa, is in a mountain valley near Antung. These historic springs have been modernly developed and scientifically tested, and found excellent for cases of rheumatism. A modern and comfortable hotel is part of the attraction.

Education--In 1907 there were but two elementary schools, one for Japanese children at Liaoyang under the Y.M.C.A. and one for Chinese children at Chonkingsai established by the Buddhist Mission. Today the South Manchuria Railway Company maintains 25 elementary schools for Japanese and 13 for Chinese children; 44 schools of practical courses, 11 of them for girls; 2 girls' high schools; 2 commercial schools; 2 high schools; an industrial college; a school of mining; a medical college; and 20 kindergartens and playgrounds. In addition to these schools there are 2 main libraries, 19 branch and 210 circulating libraries, and other educational institutions.

There is no discrimination between Chinese and Japanese scholars, although divisions of schools and classes are frequently necessary, owing to the difference in language. The total number of pupils in the schools maintained by the railway company is in the neighborhood of 15,000.

Elementary education, to reach all classes and spread its civilizing power over a country, must be compulsory. But to force such education on the Chinese, steeped in centuries of their own traditions, was not an easy problem.

The South Manchuria Railway Company has followed a policy of making education so attractive that people would practically beg for it. The company provides passes on the railroad for the school children and regulates the time schedule in order that trains may stop at places where there are schools outside of regular station areas. By these special arrangements and by the establishment of dormitories in different schools, there are hardly any children who cannot attend school.

The study of the Chinese language is encouraged and Chinese is taught not only in elementary schools, but in all of the vocational schools.

The high schools are crowded with earnest students. The Mukden high school, established in 1919, is growing in popularity among the young residents of the old Manchurian capital. It admits graduates of the Chinese grammar schools and has preparatory courses for the South Manchuria Medical College.

Two commercial schools, one at Changchun and the other at Yingkou, are educating both Japanese and Chinese pupils in business principles. Connected with these schools is the Fushun Mining School. In all of these schools, from primary to college, physical development and sports of all kinds are encouraged.

As soon as the educational institutions for Chinese children were established in 1911, the railway company sent three teachers to Peking and Mukden for a period of two years, to make them more familiar with the customs and manners of the Chinese. Since that time teachers have been sent every year to Peking. In 1913 the teachers' training school was established; its name was changed in 1915 to the Educational Research Institution.

The South Manchuria Medical College in Mukden has a twofold mission in Manchuria--first, to supplement the general plan for bringing sanitation and health into Manchuria and Mongolia, and, second, to afford both Chinese and Japanese youth the opportunities of a modern education in medicine and surgery. At first no tuition was charged, but now a nominal fee is charged the Japanese students, and many scholarships are awarded each year so that ambitious youths may have an opportunity to take the course. All students are required to live in the college dormitories.

Religious education is provided by many of the Christian denominations who have taken an active interest in the school program of the railway

company. Sunday schools and kindergartens are numerous. Japanese Christian institutions in Manchuria and the neighboring districts are increasing in number.

The hospital at Dairen has been made a model institution, comprising nine scientific departments. Construction of a fine new hospital building to cost \$1,500,000 was begun in 1923. Besides the regular patients which the Dairen Hospital can take care of, there is a clinic for outside patients. There is a medical college, established in 1911 at Mukden, where doctors for these hospitals and medical stations are trained.

The Japanese Red Cross also maintains a number of hospitals throughout Manchuria and Mongolia. Some of these are situated where they may benefit most the poorer and more illiterate class of Chinese; and in Dairen and Port Arthur there are special hospitals for contagious diseases and for women patients.

In most of these institutions a scientific course in nursing is given and in some a school of pharmacy is also conducted for the benefit of those seeking such knowledge. These hospitals are open to everybody in Manchuria and thousands of people who never before were reached by science flock to their doors.

In addition to the hospitals, the company maintains public physicians, who, while practising on their own account, have been appointed to guard against the outbreak and spread of infectious diseases, to make investigations of epidemics, etc., in the interest of public health and to spread, as much as they can, the knowledge of hygiene and sanitation throughout the districts where so many of the natives have never before realized the necessity even for cleanliness. Such competent medical men are scattered throughout the Leased Territory, in the big cities, in the old Chinese towns, and outside of the railway area they administer medical relief.

Nothing is left undone toward safeguarding public health in the Kwantung Peninsula. The public health department has charge of the yearly vaccination of the inhabitants, which is done without cost. The record in health, resulting from vaccination, is improving every year.

Epidemic diseases have been a difficult problem. The Chinese and Kwantung Governments, the hospitals, medical stations and doctors under the control of the railway, and the Quarantine Bureau, have all worked to check such epidemics and to protect the people of Manchuria from their ravages. The Quarantine Bureau has been particularly effective in its work in the ports and along the waterfront, transferring any infected people to hospitals or keeping them in quarantine. All of these organizations are cooperating in a warfare on Manchurian flies, and are attempting thus to exterminate that method of disease communication.

The Kwantung Government also inspects drinking water throughout the district. The South Manchuria Railway Company, through its inspectors from the Central Laboratory at Dairen, inspects the water along the railroad line once a month, and all well water throughout the Railway Zone is examined twice a year. It also inspects all meat.

All the schools have assigned to them school physicians, and there are visiting oculists, dentists and nose and throat specialists who also guard the health of the school children of Manchuria. This system of inspection, advice and treatment is carried into the railway works, factories and mines.

Manchuria, with its modern railway system, is now easy of access from Japan and from other parts of China. World travelers now include it in their Oriental tours.

The shortest route between Tokyo and Peking, the two great capitals of the Orient, is by way of Chosen (Korea) and Manchuria, where the comforts

Doc 203-F, cont'd.

of the South Manchuria Railway make traveling additionally attractive. From the old Manchu capital, Mukden, south to Tientsin, Peking, Nanking, and other cities, the Peking-Mukden Line, and the Peking-Pukow Line (Chinese Government Railways) offer excellent transportation. From Peking, the Peking-Hankow Line and the Shanghai-Nanking Line connect with Hankow and Shanghai, and the Peking-Suiyuan Line runs to Suiyuan and the world famous Great Wall of China. From Dairen, there are delightful sea trips to Tientsin, Shanghai, Tsingtao, and Hongkong. From Changchun, the Chinese Eastern Railway (which forms a part of the Trans-Siberian Route) takes the traveler north to such points as Harbin, and from there either to Vladivostok on the east or to Manchuli on the west on the way to Moscow and Europe.

The Chosen State Railways, which take the traveler from Antung, Manchuria, on the west, through Chosen to Fusan on the Korean Straits, are operated by the South Manchuria Railway Company. From Fusan a ferry steamer carries the tourist to Shimonosaki in Japan, and from there, via the Japanese Government Railways, one may reach any part of Japan--Nagasaki on the south (where a steamship line connects with Shanghai and Hongkong), or northward to Osaka, Kobe, Kyoto, Tokyo and Yokohama.

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III. DEVELOPMENT OF MANUFACTURING

The new industrial era--Prior to the building of the South Manchuria Railway the Chinese in Manchuria were engaged almost entirely in agricultural pursuits, or primitive manufacturing industries based on agriculture. They pressed oil from soya beans for food and light, ground their meal and flour, distilled native drinks, made coarse silk, wove baskets and produced other necessities of life as a by-product of farming.

But within a very few years, with the coming of American locomotives, steam shovels, mining machinery and electric generators--all the varied labor saving machines of the modern industrial era--a great change has taken place in this ancient land of the Manchus. Millions of foreign capital, largely from Japan, have poured into Manchuria to be used in developing her rich stores of raw materials, and in establishing new industries for their utilization. The South Manchuria Railway Company since its establishment has purchased in America more than \$75,000,000 worth of railway equipment and materials, and machinery for mining, steel-working and other industries.

The industrial development of Manchuria along modern lines is being fostered by the South Manchuria Railway Company through the Central Laboratory, the Geological Institute, the Agricultural Experiment Stations, the Bureau for Economic Research, and other similar organizations.

Dairen is the leading industrial center of Manchuria as well as its principal port. Other important manufacturing cities in Kwantung Province and the Railway Zone are Mukden, Fushun, Changchun, Anshan, Penhsihu, Tichling and Antung.

In North Manchuria and along the line of the Chinese Eastern Railway are a number of important factories, including flour mills, bean mills, breweries, beet sugar mills and lumber mills.

Bean oil and bean cake--Bean milling ranks foremost in Manchurian manufacturing industry. Since ancient times the Chinese have used the oil of the soya bean as food and a source of light, but only within the last few years, since the South Manchuria Railway Company inaugurated its campaign of industrial development, has the soya bean and its varied products become of importance in world trade.

Native yufang, or oil mills, are found everywhere in Manchuria, and in these the beans are ground by power furnished by mules or donkeys and the oil is expressed by hand labor. The residue is bean cake. The Japanese introduced power presses, driven by steam, electric, gas and water power, and most of the modern mills are of this type.

A much more efficient method has lately been developed through the research department of the railway company. This is the chemical extraction method. The beans are soaked in benzine until the oil is dissolved. Then, by heating the compound, the oil is separated from the benzine. By this method nearly all the oil in the beans is extracted, and not only is there no waste of oil, but the residue, in this case not in the form of cake but meal, is better fitted for fertilizer. By the expression system, 133 pounds of beans give about 12½ pounds of bean oil and two pieces of bean cake each weighing 61 pounds. By the chemical extraction system the same amount of beans usually gives 17½ pounds of bean oil and 106 pounds of bean meal. The new method is employed by Suzuki & Company, in Dairen, which firm operates the largest bean mill in Manchuria. Yingkou was formerly the center of bean milling in South Manchuria, but Dairen is now far in the lead, with 82 mills.

The Chinese have used bean cake largely as cattle feed and very little as fertilizer. But recently the cake has found a growing market in Japan and China as a fertilizer as well as cattle feed.

To facilitate the shipment and marketing of soya beans the South Manchuria Railway Company has organized a "mixed storage system." Beans are classified

at receiving points, and receipts, negotiable at the bank, are issued, which call for the delivery of like quantities and qualities at terminal points.

Flour milling--There are two kinds of flour mills in Manchuria called respectively mofang and huomo, which literally mean "grinding house" and "fire mill." The former is the native mill which, employing two to ten coolies and four to twelve donkeys, conducts the work on a small scale. This kind of mill is found all over Manchuria, and constitutes the local manufacture next in importance to distilling and oil milling. However, mills of this kind are mostly conducted as a side line by grain merchants, distilleries and oil mills. The "fire mill" is the mill provided with modern machinery to which steam or electricity is applied as the motive power.

Flour mills planned on an extensive modern scale in South Manchuria have come into existence under Japanese management since the close of the Russo-Japanese War. The Manchuria Flour Mill at Tieling was the first of the kind to be founded. Since then other mills have been established at Mukden, Changchun, Kaiyuan, Kirin and Dairen. The more important mills and the greater number of them are operated by Japanese companies. The largest of these is the Manchurian Flour Mill Company, with mills at Harbin, Changchun, Tieling and Mukden. Chinese and Russian companies have a number of important mills, chiefly in North Manchuria. During 1919, 1920 and 1921 more than 500,000 tons of Manchurian wheat was exported to Europe, but this was an unusual movement due to special trade conditions. Normally, Manchuria has an import balance of flour.

Beet sugar--One of the newest industries in Manchuria is the manufacture of beet sugar. An experimental farm was established outside Mukden in 1906, and it was shown that sugar beets could be successfully raised in Manchuria, but the industry was not established until the South Manchuria Railway Company had conducted successful experiments in 1913-1914. The formation of the South Manchuria Sugar Refining Company at Mukden in 1916 by Japanese capitalists followed. The Russians had previously built a factory near Harbin, and a Chinese factory had been established at Hulan, also in North Manchuria. The Mukden refinery was opened with a capital of 10,000,000 yen, and has been a great success. Beets are cultivated over an area of several thousand acres, supplying the refinery during the winter months. Crude sugar is imported for refining during the remainder of the year.

Distilling--The distilling of beverages for domestic consumption has always ranked as an important native industry in Manchuria. The liquors used by the Chinese are chiefly shumshu (sorghum alcohol), distilled from kaoliang, and huangchiu, made from millet. The distilling of kaoliang spirit is native to Manchuria. The grain is mashed and steamed, and there is added to the mash barley malt or bean malt, and a small quantity of wheat or corn. The cask is buried in the ground for some days and left to ferment, after which the contents are distilled. The product is similar to whiskey. Mukden and Liaoyang are the centers of the distilling industry.

Brewing--From barley and hops raised in Manchuria, beer is now being made. The fermenting of sake from rice has also been undertaken at various places.

Wild silk--The greater part of the wild-silk cocoons produced in Manchuria have been exported, and Chefoo in Shantung, a center of the silk industry, has reeled much of the Manchurian silk. Small wild-silk filatures are operated by many Chinese farmers in Manchuria who use very primitive methods. The tussah silk produced by the natives has not been of good quality, and the Dairen Central Laboratory for some time has been devoting much attention to improving the manufacturing methods. As a result, the industry has been developing, especially in Antung. Silk spinning should eventually be one of the largest Manchurian industries.

Iron and steel--One of the most ambitious undertakings of the South Manchuria Railway Company has been the building of the steel works at Anshan, to utilize the ore of the Anshan iron mines. Since 1917, when the work

Doc 222-C, cont'd

was inaugurated, the development of this plan has gone steadily forward. Millions of dollars' worth of modern equipment and machinery has been imported, and the installation has been made under the most approved engineering practices.

Blast furnace No. 1, with a capacity of about 350 tons a day, was completed in 1918, and the furnace was lighted in April, 1919. Blast furnace No. 2 was completed in 1920, with a daily capacity also of about 350 tons. Two batteries of coke ovens (one battery consisting of 40 ovens), together with the coal washing system, were finished and brought into service early in 1920. Two more batteries were added in the following year.

The South Manchuria Railway Company has recently set aside several million dollars more for the further development of this plant to handle the large deposits of low-grade ores. Employees of the Anshan works number about 2,300 Japanese and Chinese. An enterprising new town has been developed in what was a wilderness a few years ago.

At Penhsihu another steel works is in operation by a company composed of Chinese and Japanese. It draws its ores from Liaokow, 24 miles away.

Chemical industry--Notable progress has been made in the development of the chemical industry, as a result of the research work of the Dairen Central Laboratory, and the future holds out great possibilities and opportunities.

As Fushun coal was found to contain a high percentage of nitrogen (1.6 per cent), a gas producing plant was installed in 1914 to recover the ammonia. A second was put up in 1917, and more recently, a third. Coal tar, ammonium sulphate, sulphuric acid, calcium carbide, calcium cyanide and other chemicals are produced. Two sets of sulphuric acid plants have been installed.

Installation of thirty sets of by-product recovery coke ovens has been completed at Fushun. These are now producing about 100 tons of coke a day.

Cement--The ever-increasing demand for cement in Manchuria, North China and Eastern Siberia on the one hand, and the abundance of the material necessary for its manufacture, limestone and clay, on the other, induced the Onoda Cement Company of Japan to establish a branch factory in the small town of Choushuitzu, a suburb of Dairen, as early as 1907. The factory is ideally situated, the limestone being obtained from the hills right behind it and the clay in the field just in front, and a line of railway has been built to connect the factory with the railroad. The factory output consists of cement, paving bricks and building bricks. At Choushuitzu is also located the Dolomite Cement Company, and there is another cement plant at Mukden.

Glassware--With plenty of silicious rock at hand, glass-making has been stimulated by the Ceramic Experimental Institute at Dairen, and progress is being made in the commercial development of the industry.

Pottery--The pottery division of the Ceramic Experimental Institute was transferred to the China Ceramic Company in 1920. Other pottery factories have been started in Mukden, Dairen, Kungchuling and Choushuitzu, and in addition there are a number of kilns engaged in making fire-brick. Muldai, in Kirin Province, has long been a pottery center.

Lumber--Many sawmills are now in operation at Jantung, near the mouth of the Yalu, and at Kirin on the Sungari River. On account of the nature of the industry, lumbering is conducted mostly under joint China-Japanese management.

Other industries--Along the lines of the South Manchuria Railway many new industries have been started since the extension of modern transportation facilities and the opening up of new sources of basic raw materials.

Doc 203-C, cont'd

The railway is fostering this industrial development through its research work, a description of which is given in Chapter V. Among other Manchurian industries brief mention may be made of the following:

Starch is made from beans, kaoliang, corn and potatoes.

Smoking tobacco is manufactured in the Yingkou and Mukden factories of the East Asia Tobacco Company. Smaller tobacco factories are also located at Mukden, Dairen and Changchun.

Hard oil, stearine, glycerine, gelatine and soap are made from soya bean oil. Animal and vegetable oils are also used in various other manufactures. Noodles are made from soya beans for the South China and the South Seas trade. Imitation rice is made from kaoliang.

The cereal kaoliang, as a result of research work of the South Manchuria Railway Company, has been made useful in many ways. Calcium lactate is an important by-product. Lactate acid is made from the calcium lactate and is used extensively in fermentation, dyeing, tanning and other industries. The manufacture of paper from kaoliang pulp is another growing industry. The pulp closely resembles wood pulp and makes an excellent grade of paper. From the ash of kaoliang stalks potassium salts are obtained for use in the manufacture of glass, medicines, fertilizers and other products.

Several companies are engaged in the manufacture of bags and other products from hemp and jute. Soya beans are handled mostly in bags, hence there is a large demand for them and many are imported.

Boat building and repair work are undertaken by the South Manchuria Dock Company at Dairen and Port Arthur.

Railroad car and engine shops, equipped with the best American machinery, are operated by the South Manchuria Railway Company at Shakako (now a part of Dairen) and Liaoyang.

Among other Japanese enterprises may be mentioned the manufacture of matches, gunpowder, fertilizer, dye-stuffs and wickerwork.

Paper mills at Kirin, Liaoyang and Potuna, and dyeing and weaving works at Yingkou, Liaoyang and Chinchow are among the native industries.

Industries based on wool and leather have been recently started. Hides, bones, wool and other animal products are exported in considerable quantities.

Not used

IV. COMMERCE AND FINANCE

Excerpt from "MANCHURIA-
Land of Opportunity"

(1) Foreign Trade of Manchuria

An economic miracle--The American traveler in Manchuria today, who rides in comfort in a Pullman sleeping car behind a Baldwin locomotive, over 100-pound Pittsburgh rails; from the modern port of Dairen, with its beautiful plaza, and its great modern banks, business houses and public buildings; and then northward through cities lighted by electricity, with modern railway stations, paved streets, modern hotels, schools, hospitals and scientific laboratories; past modernly equipped steel works, coal mines and factory buildings--with such a magic transformation before his eyes the traveler finds it difficult to believe that only a few years ago this country was a forbidden land to world commerce.

Trade was a business of the lowest caste of Chinese and particularly in Manchuria, as the Manchu Dynasty forbade the desecration of their homeland by the Southern Chinese. Manchuria was connected with Shanghai, the economic center of China, for the first time when the port of Newchwang (now Yingkou) was opened to trade by the Tientsin Treaty (1858) between England and China. But it was half a century later before Dairen, Antung and the other ports of Manchuria were opened to the trade of the world.

A very slow development of Manchurian trade followed the opening of the port of Newchwang. It was not until 1900 that the Russians began the construction of the Chinese Eastern Railway, which was to give them, in connection with their Trans-Siberian line, an outlet on the Yellow Sea at Port Arthur. But the real awakening of Manchuria came with the Russo-Japanese War of 1904-5 and the taking over of the southern portion of the railway line by the Japanese in 1907 under the terms of the Treaty of Portsmouth. Since then Manchurian commerce has grown tremendously.

The gateways of Manchurian trade are Dairen, Yingkou, Antung and Vladivostok. Of these four, the port of Dairen has made the most conspicuous progress. It has now outstripped Tientsin, and leads all other Chinese ports except Shanghai in volume of foreign trade.

Growth of the Port of Dairen--The growth of Dairen as a shipping port is indicated in the following table, showing the number and tonnage of vessels arriving at the Dairen wharves:

Vessels Arriving at Dairen

	No. of Vessels	Gross Tons
1908.....	1,357	1,829,921
1909.....	1,390	2,238,707
1910.....	1,542	2,410,885
1911.....	1,608	2,662,943
1912.....	1,865	2,372,122
1913.....	2,117	3,556,250
1914.....	2,200	3,838,078
1915.....	2,113	3,461,530
1916.....	1,942	3,095,257
1917.....	2,019	3,118,715
1918.....	2,516	3,473,397
1919.....	2,891	4,380,920
1920.....	2,942	4,864,904
1921.....	2,806	5,697,784
1922.....	3,171	7,779,506

Before the European War the American flag was rarely seen in the port of Dairen, but after the war there was a large increase in American tonnage. German tonnage ranked next to the Japanese and British before the war, reaching 307,000 tons in 1913. Ocean steamers entered and cleared at the Maritime Customs at Dairen under general regulations in 1922 were as follows, by countries:

Shipping at Dairen: By Countries

	No.	Tons
American	88	359,728
British	307	854,707
Danish	14	61,644
Dutch	60	260,216
French	8	11,518
German	12	45,316
Japanese	3,260	5,598,940
Norwegian	36	56,040
Russian	6	6,426
Swedish	2	9,002
Chinese	1,282	938,291
Total	5,075	8,201,828

In addition to the above, 74 foreign type sailing vessels with a tonnage of 1,291 entered and cleared, bringing the total for Dairen to 5,149 vessels of 8,203,119 tons. Entries and clearances under inland steam navigation rules totaled 645 of 214,496 tons. Such shipping in 1922 was entirely Japanese and Chinese, the latter predominating with 461 vessels of 137,674 tons. Junks entered and cleared numbered 19,552 of 1,767,207 tan (a tan, or picul, equals 133 1/3 pounds). By far the greater number of these were Chinese. The number included 225 from Korea.

Outgoing passengers at Dairen in 1922 numbered 149,775, incoming 216,756, a total of 366,531. This was more than double the total of ten years before, but was below the record of 1920, when such traffic reached the mark of 453,484. By far the greater number of these were Chinese. Foreign passenger traffic in 1922 totaled 35,842 outgoing and 40,361 incoming.

Trade figures show the extent to which Dairen serves as the gateway to Manchuria. A large proportion of its imports are for the great hinterland. This distribution of imports, including those borne by junks, is shown by the following table (in millions of Haikwan taels*), which compares the figures of 1922 with those of the three preceding years:

Distribution of Imports at Dairen							
	1919	1920	1921	1922			
Imported into Leased Territory (free area) by sea -							
From foreign countries...	89.6	71.1	67.7	65.7			
From Chinese ports.....	9.8	9.1	16.6	84.3	11.4	77.1	
Re-exported	10.4	10.2	7.6	6.0			
Imported by rail into Manchuria	63.0	73.4	52.6	62.8	56.7	64.3	52.8
Consumed and stored in Leased Territory		26.0	17.4		20.00	18.3	

*Chinese customs returns are reported in Haikwan silver taels. The exchange value of the tael varies with the price of silver. From 1908 to 1915 the average value of the tael in United States currency was 67 cents. In 1916 it was 79 cents; 1917, \$1.03; 1918, \$1.26; 1919, \$1.39; 1920, \$1.24; 1921, 76 cents, and 1922, 83 cents.

The value of Dairen's foreign trade has greatly increased, the total exports and imports being now about seven times as large as in 1908. The record of the maritime customs trade at Dairen, in Haikwan taels, from 1908 to 1922, is shown in the tables following:

Value of Imports at the Port of Dairen

	From foreign ports	From Chinese ports	Total imports
1908.....	17,215,936	3,060,713	20,276,649
1909.....	12,239,563	5,301,512	17,541,075
1910.....	18,634,071	4,081,757	22,715,828
1911.....	24,012,724	5,773,676	29,786,400
1912.....	27,069,793	7,803,390	34,873,183
1913.....	28,740,282	8,310,263	37,050,545
1914.....	28,891,565	9,002,518	37,894,083
1915.....	24,865,452	16,581,350	41,446,802
1916.....	33,358,199	19,073,167	52,431,366
1917.....	58,274,197	23,690,843	81,965,340
1918.....	66,979,626	28,622,292	95,601,918
1919.....	89,521,323	37,855,853	127,377,176
1920.....	71,040,883	22,028,602	93,069,485
1921.....	67,632,933	32,458,758	100,091,691
1922.....	65,667,395	27,331,778	92,999,173

Value of Exports at the Port of Dairen

	To Chinese ports	To foreign ports	Total exports
1908.....	5,069,133	7,342,402	12,411,535
1909.....	4,435,915	22,303,444	26,744,359
1910.....	6,077,480	20,115,933	26,193,413
1911.....	9,724,395	24,006,581	33,730,976
1912.....	9,090,823	19,795,121	28,885,944
1913.....	9,298,702	29,749,041	39,047,743
1914.....	8,504,480	36,601,327	45,105,807
1915.....	15,171,438	33,714,202	48,885,640
1916.....	11,572,920	43,135,327	54,708,247
1917.....	16,163,469	47,023,741	63,187,210
1918.....	13,623,491	72,389,242	86,012,733
1919.....	7,767,101	97,243,766	105,010,867
1920.....	16,842,406	108,223,857	125,066,263
1921.....	24,217,943	97,385,479	121,603,422
1922.....	45,731,098	91,191,121	136,922,219

Exports and Imports: Port of Dairen

	Imports	Exports	Total
1908.....	20,276,649	12,411,536	32,688,184
1909.....	17,541,075	26,744,359	44,285,434
1910.....	22,715,828	26,193,413	48,909,241
1911.....	29,786,400	33,730,976	63,517,376
1912.....	34,873,183	28,885,944	63,759,127
1913.....	37,050,545	39,047,743	76,098,288
1914.....	37,894,083	45,105,807	82,999,890
1915.....	41,446,802	48,885,640	90,332,442
1916.....	52,431,366	54,708,247	107,139,613
1917.....	81,965,340	63,187,210	145,152,550
1918.....	95,601,918	86,012,733	181,614,651
1919.....	127,377,176	105,010,867	232,388,043
1920.....	93,069,485	125,066,263	218,135,748
1921.....	100,091,691	121,603,422	221,695,113
1922.....	92,999,173	136,922,219	229,921,392

The table below shows, in millions of taels, the value of the direct trade of Dairen with foreign countries in 1922 as compared with that for the previous year and that for 1913, the record year before the World War (exports include re-exports):

Foreign Trade of Dairen: By Countries

	1913			1921			1922		
	Imports	Exports	Total	Imports	Exports	Total	Imports	Exports	Total
Hongkong	0.41	0.77	1.18	3.37	2.79	6.16	1.75	1.93	3.68
Dutch Indies....	...	0.13	0.13	1.16	4.21	5.37	0.85	6.43	7.28
Europe	3.26	2.17	5.43	3.14	22.28	25.42	5.49	14.49	19.98
Korea	1.07	1.54	2.61	1.65	2.25	3.90	0.68	2.53	3.21
Japan	21.79	24.14	45.93	43.73	66.79	110.52	40.22	65.22	105.44
United States ..	1.45	0.13	1.58	11.92	2.50	14.42	14.90	3.96	18.86
Other countries..	0.76	1.13	1.89	2.66	0.58	3.24	1.78	0.89	2.67
Total	28.74	30.01	58.75	67.63	101.40	169.03	65.67	95.45	161.12

Dairen's export trade is largely made up of agricultural products and coal. In tonnage, soya bean products are more than half of the exports. Principal items in the export trade in recent years are shown in the following table:

Commodities Exported from Dairen (in Piculs*)

	1919	1920	1921	1922
Soya beans	8,831,164	8,451,782	8,506,632	9,205,491
Bean cake	16,639,962	17,546,748	17,944,773	18,756,834
Bean oil	1,991,933	1,858,143	1,682,541	1,507,224
Other beans	1,033,917	416,917	895,793	1,054,609
Kaoliang	879,273	1,991,083	2,850,431	8,540,418
Wheat	744,473	6,660,946	3,447,635	149,504
Corn	531,253	537,521	746,769	2,581,811
Hemp, jute and ramio	8,431	17,885	557	269
Raw wild silk	4,292	6,437	5,814	5,303
Wool, hair and feathers	30,865	12,047	6,748	27,406
Coal and coke (lg. tons)	314,213	348,876	891,008	1,694,529

Foreign trade of Manchuria--With the development of the port of Dairen, the gateway to Manchuria, the foreign trade of the country has grown apace. Three years after the Russo-Japanese War, when Dairen and Antung were opened to commerce, the total trade reached \$40,000,000. In the first year after the close of the European War it had risen to nearly \$500,000,000. The foreign trade returns from 1911 on are shown below:

Foreign Trade of Manchuria (in U.S. Dollars)

	Imports from foreign ports	Imports from Chinese ports	Total imports	Exports	Total trade
1911	\$ 44,535,000	\$ 17,937,000	\$ 63,472,000	\$64,924,000	\$128,397,000
1912	56,318,000	11,976,000	68,294,000	63,972,000	132,266,000
1913	54,235,000	15,695,000	69,930,000	68,636,000	138,617,000
1914	49,572,000	12,200,000	61,772,000	59,222,000	130,994,000
1915	37,597,000	13,088,000	50,685,000	62,977,000	113,661,000
1916	65,640,000	16,655,000	82,295,000	77,919,000	160,214,000
1917	116,163,000	24,371,000	140,534,000	130,604,000	271,138,000
1918	127,293,000	42,230,000	169,523,000	140,251,000	318,774,000
1919	209,638,000	56,669,000	266,206,000	224,041,000	490,248,000
1920	156,991,000	50,923,000	207,914,000	221,518,000	429,431,000
1921	87,368,000	71,050,000	158,418,000	153,766,000	312,184,000
1922	100,612,000	54,349,000	154,961,000	198,834,000	353,795,000

*One picul equals 133 1/3 pounds.

Principal exports and imports--Manchuria exchanges her raw materials for the manufactures of other countries. She imports little raw material, and exports few manufactures. The country is still primarily agricultural, although manufacturing is rapidly developing. The soya bean is the foundation of her trade, and beans and bean products comprise about half the value of all exports. The values of the principal exports in 1922 were as follows:

Bean cakes.....	52,992,000
Soya beans.....	45,447,000
Bean oil.....	13,854,000
Kaoliang.....	21,041,000
Other beans.....	3,566,000
Wheat.....	4,041,000
Millet.....	5,494,000
Flour.....	3,735,000
Coal and coke.....	11,176,000
Raw wild silk.....	9,331,000
Wild silk cocoons.....	3,143,000
Lumber and bamboo.....	4,979,000
Corn.....	5,377,000
Metals and hardware.....	2,458,000

Values of some of the principal imports in 1922 were:

Cotton goods.....	42,006,000
Cotton yarns.....	13,373,000
Steel, iron and metals.....	7,769,000
Machinery.....	6,296,000
Tobacco.....	7,344,000
Flour.....	5,717,000
Bags.....	2,833,000
Kerosene.....	4,594,000
Paper.....	3,682,000

In addition to the above fabrics, other than cotton, clothing and accessories accounted for many millions of dollars more of imports.

Itemized statistics for the whole of Manchuria are difficult to obtain. In the Chinese customs trade returns reports of the Manchurian ports are given along with those of the other Chinese ports, no separate analysis for Manchuria being made. Japanese analyses generally do not include all of Manchuria, but only the southern part where are their chief interests. But, since the trade of the three ports of South Manchuria (Dairen, Antung and Yingkou, or Newchwang) is seen to represent between 80 and 90 per cent of the total trade of Manchuria in 1922, detailed figures for South Manchuria will give a fairly accurate picture of the trade of the entire region. The following record of the imports and exports of South Manchuria is taken from the "Trade Return of North China", compiled by the Research Office of the South Manchuria Railway Company at Dairen (values in Haikwan taels):

Imports Into South Manchuria, 1922

	Units	Quantities	Values
Cotton piece goods.....		.....	49,078,548
Woolen goods, and wool and cotton unions		.....	2,069,319
Silk piece goods, and silk and cotton unions		.....	210,892
Miscellaneous piece goods .....		.....	2,876,588
Cotton thread.....		.....	514,895
Cotton yarn.....	Piculs	362,111	16,090,108
Cotton, raw.....	Piculs	51,040	1,162,442
Silk cocoons, raw silk and silk products		.....	1,738,813
Miscellaneous yarns, threads, materials thereof		.....	861,426
Clothing and accessories thereof.....		.....	3,428,216
Rice.....	Piculs	393,162	1,926,236
Other cereals and seeds.....	Piculs	409,604	1,355,680

Dop 203-D, cont'd

Imports Into South Manchuria, 1922, cont'd

	Units	Quantities	Values
Flour.....	Piculs	1,421,918	6,873,002
Vegetables and fruits	Piculs	1,092,823	1,940,454
Sugars.....	Piculs	679,789	4,687,295
Miso and soy.....	Piculs	12,830	131,558
Marine products.....	Piculs	321,047	2,108,560
Other provisions.....	Piculs	.....	2,908,629
Tea.....	Piculs	51,059	2,137,415
Liquor and other beverages	.....	.....	2,056,999
Cigarettes, cigars and tobacco	.....	.....	8,765,128
Cigarette making materials	.....	.....	491,566
Furniture.....	.....	.....	1,434,907
Chemical products and medicines	.....	.....	2,912,158
Dyes, colors and paints....	.....	.....	3,392,331
Kerosene oil.....	Gallons	16,548,257	5,430,001
Machine oil.....	Gallons	1,437,587	831,638
Other oils, fats and waxes	.....	.....	952,927
Candles.....	Piculs	14,062	275,953
Candle making materials	.....	.....	439,726
Soap.....	.....	.....	670,660
Matches.....	Gross	578,924	147,892
Match making materials....	.....	.....	205,877
Firewood and charcoal	Piculs	95,210	63,712
Coal and coke.....	Lg tons	23,975	206,120
Iron and steel.....	Piculs	1,360,586	6,226,729
Other metals and minerals	Piculs	5,197,995	1,809,179
Hardware.....	.....	.....	1,329,022
Machines and machinery....	.....	.....	7,097,281
Cement.....	Piculs	652,817	734,606
Timber and bamboo.....	.....	.....	1,469,514
Building materials.....	.....	.....	699,913
Railway materials.....	.....	.....	241,016
Electrical materials.....	.....	.....	2,577,019
Fine art and toilet requisites	.....	.....	1,047,422
Leather, hides, skins, bones, horns, etc	.....	.....	3,782,690
Paper.....	.....	.....	4,366,187
Books and stationery.....	.....	.....	1,562,373
Glass manufactures.....	.....	.....	851,097
Potteries.....	.....	.....	1,521,319
Bags, gunny and others.....	Pieces	22,751,676	3,269,624
Sundries.....	.....	.....	5,831,022
Postal parcels.....	.....	.....	513,983

Grand total

175,333,657

Exports From South Manchuria, 1922

	Units	Quantities	Values
Soya beans.....	Piculs	11,252,809	39,164,538
Other beans.....	Piculs	3,052,476	3,934,133
Maize.....	Piculs	3,013,458	6,432,185
Kaoliang.....	Piculs	10,567,653	23,664,024
Millet.....	Piculs	2,141,985	6,591,058
Wheat.....	Piculs	243,521	384,612
Other cereals.....	Piculs	185,720	498,560
Sesamum seed.....	Piculs	160,866	1,091,378
Melon seed.....	Piculs	123,433	779,230
Groundnuts.....	Piculs	88,409	366,980
Other seeds.....	Piculs	589,371	1,712,554
Vegetables and fruits.....	Piculs	21,295	172,684
Flour.....	Piculs	37,000	204,528
Macaroni and vermicelli....	Piculs	1,827	16,218
Eggs.....	Mille	1,638	14,227

Doc 203-D, cont'd

Exports From South Manchuria, 1922, cont'd

	Units	Quantities	Values
Marine products.....	Piculs	20,544	261,597
Smashu	Piculs	89,175	830,739
Cigarettes, cigars and tobacco		.....	1,584,687
Tea.....	Piculs	1,245	35,146
Other provisions and drinks		.....	888,307
Beans.....	Piculs	24,653,949	58,072,138
Bean oil.....	Piculs	1,803,091	14,367,410
Groundnut oil	Piculs	837	7,282
Wood oil.....	Piculs	86	662
Other oils, waxes and waxes	Piculs	66,039	377,079
Hemp, jute and ramie.....	Piculs	10,810	85,521
Cotton, raw.....	Piculs	36	851
Silk cocoons.....	Piculs	113,895	3,787,121
Silk, raw, wild.....	Piculs	18,286	11,242,321
Silk, waste.....	Piculs	10,911	848,328
Silk products.....		.....	40,935
Eristles.....	Piculs	5,650	428,514
Wool, hairs and feathers.....	Piculs	35,118	734,473
Leather, hides and skins.....		.....	381,610
Horns and teeth.....	Piculs	306	18,987
Bones.....	Piculs	139,545	171,327
Cattle.....	No.	2,330	21,865
Poultry.....	No.	127,879	8,211
Animal tallow.....	Piculs	41	510
Timber and bamboo.....		.....	5,462,017
Firewood and charcoal.....	Piculs	144,081	135,870
Coal and coke.....	Lg Tons	2,104,893	13,462,752
Other mineral products.....		.....	301,120
Chemical products and medicines		.....	1,259,042
Dyes, colors and paints.....		.....	168,340
Ginseng.....	Catties	231,961	420,356
Metals and hardware.....		.....	2,941,464
Sundries.....		.....	3,070,129
Postal parcels.....		.....	423,323
Total of Exports			207,267,748
Re-exports			
Chinese goods			4,605,113
Foreign goods			8,056,686
Total of re-exports			12,661,799
Grand total			219,929,547

Trade with the United States--A very considerable part of the overseas trade of this rapidly developing country is with the United States, because it is to America that the builders of Manchurian industries have turned for modern machinery and railway materials.

American manufacturers have found an open door in Manchuria for their products, and the return tide of Pacific traffic has brought to the United States an increasing flow of the products of the rich soil of Manchuria.

The South Manchuria Railway Company has purchased in the United States more than \$75,000,000 worth of locomotives, cars, rails and other materials, and the industries developed by it in the railway zone have imported many more millions of dollars' worth of machinery and materials.

Manchuria, as its latent resources continue to be developed by

Doc 203-D, cont'd

modern engineering and agriculture, will offer greater and greater opportunities to American trade.

The record of Manchuria's trade with the United States in recent years has been as follows:

	Imports from United States	Exports to United States
1910.....	\$1,213,000	9,000
1912.....	1,444,000	4,000
1914.....	3,401,000	480,000
1916.....	1,673,000	1,724,000
1917.....	6,294,000	16,399,000
1918.....	15,324,000	35,767,000
1919.....	27,678,000	14,475,000
1920.....	15,872,000	16,514,000
1922.....	12,933,000	3,961,000

(2) FACILITIES FOR COMMERCE

Railways--More than 2300 miles of railway are now in operation in Manchuria. These lines are as follows:

South Manchuria Railway - 686 Miles

	Mileage
South Manchuria Railway, Main Line, Dairen-Changchun	439
Mukden-Antung Line, Suchiatun-Antung.....	162
Ryojun (Port Arthur Branch, Chouchuitzu-Ryojun).....	29
Fushun Branch, Hunho-Fushun.....	33
Yingkou Branch, Tashihohiao-Yingkou.....	14
Yentai Colliery Branch, Yentai-Yentai Colliery	9

Chinese Government Railways - 591 Miles

	Mileage
Kirin-Changchun Line, Changchun-Kirin.....	79
Ssupingkai-Taonan Line, Ssupingkai-Taonan.....	194
Part of Peking-Mukden Line, Mukden-Shanhaikwan.....	261
Yingkou Branch Line, Yingkou-Koupantzu.....	57

Railways Under Russo-Chinese Management - 1,078 Miles

	Mileage
Chinese Eastern Railway -	
(Western Section) Manchuli-Harbin	584
(Eastern Section) Harbin-Pogranichnaya.....	341
(Southern Section) Harbin-Kwanchengtzu.....	148
Jalainor Colliery Branch Line.....	5

Several other lines and extensions are proposed in South Manchuria and Inner Mongolia.

Waterways--The navigable rivers in Manchuria and Mongolia are the Liao in the south, the Yalu in the east, and the Sungari and the Amur in the north. The Sungari and the Amur admit of the greatest exploitation. Before the railway was built, the Liao served as the only highway of trade in South Manchuria, but now its old glory has vanished. Some 1500 junks are in operation on the Liao and the river is still a trade channel of importance to inner Mongolia. The Yalu and Liao Rivers remain ice-bound from December to March, while the ice-bound period on the Sungari and the Amur extends from November to April.

Ocean steamship services--With the rise of the port of Dairen to second place among all the ports on the China coast, and the development of the harbor facilities for berthing ocean steamships and handling freight,

offices of the principal Pacific shipping companies have been established at Dairen.

Posts, telegraphs and telephones--Along the line of the South Manchuria Railway, postal, telegraph and telephone systems are organized and operated by the Japanese authorities. Chinese post offices are maintained in all towns outside Kwantung, in which territory the postal service is operated by the Kwantung Government. Communication facilities are constantly being improved and expanded.

Warehousing--A number of warehousing and forwarding companies are in operation in the principal towns along the South Manchuria Railway. The railway maintains warehouses and storage yards at the Dairen wharves and at the principal railway stations.

Insurance--Branches of the leading Japanese, English and American insurance companies are maintained at Dairen. Freight at the Dairen wharves is insured by the railway company, by arrangement with a number of insurance companies, and this insurance is voluntarily effected by the South Manchuria Railway without charge to the owners of the goods.

Banking--Manchuria has adequate, modern banking facilities. The great Japanese and several foreign institutions maintain branches in Dairen and other cities. In addition there are a number of local institutions.

The Bank of Chosen and the Yokohama Specie Bank are the largest institutions maintaining branches in Manchuria. They have built imposing banking houses in Dairen, which are among the finest structures facing the plaza. Besides these there are several smaller Japanese banks. The principal Chinese banks operating in Manchuria are the Bank of China, Bank of Communications and the Three-Eastern Provinces Bank. Branches of foreign banks include those of the Russo-Asiatic Bank, Hongkong & Shanghai Banking Corporation, International Banking Corporation and the Chinese-French Commercial Bank.

Currency--As in other parts of China, there are many kinds of currency in circulation.

The foreign bank notes exert a great influence, and it is mainly through them that the foreign trade of the country is actually carried on. These bank notes circulate in large amount, and within the limits of the Leased Territory and the Railway Zone are practically the sole currency. It should be noted, however, that, outside these limited places, their circulation is greatly modified, because, though they are used very extensively and freely for all trading purposes, transactions between the natives are carried on in native currency.

Trade organizations--Chambers of commerce are maintained at Dairen, Mukden, Antung, Changchun, Yingkou and other cities. At every trade center there is a Chinese guild. The Dairen organization publishes periodical reports on the trade and industry of Manchuria.

The Dairen Produce Exchange was established in 1913; in 1915 a produce and currency exchange was opened at Kaiyuan, and another at Changchun in 1916. In 1917, a currency exchange was established in the Dairen Produce Exchange, and now the produce and currency exchanges are known as the Dairen Exchange. In 1919, produce and currency exchanges were opened at Kungchuling, Saupinghai and Tieling, and in 1920, at Mukden, Yingkou and Liocyang. In addition stock and merchandise exchanges have been founded at Dairen, Mukden and Antung under private management.

On these exchanges there is trading in beans, bean cake, kaoliang, bean oil, wheat, Italian millet, etc., gold notes issued by the Bank of Chosen, Russian ruble notes, silver notes issued by the Yokohama Specie Bank, Chinese small silver coins, and Chinese and silver coins. In Manchuria, owing to the great variety of currencies in circulation and more particularly because

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• of the constant fluctuations in their exchange rates, the currencies have come to be looked upon as commodities. Because of this peculiar feature in the currency situation in South Manchuria, the exchanges are under government management; and in order to guarantee delivery and to settle accounts between sellers and buyers, a trust and guaranty company under private management is attached to each exchange.

For the purpose of providing long-term capital to develop the country, there have been organized the Oriental Developing Company, the Eastern Enterprise Company and the Manchurian Enterprise Company. These financial institutions make loans against lands and buildings.

A commercial museum was established in Tichling in 1906. Similar institutions were opened later in Changchun, Angung and Harbin. The Kwantung Government has established the Manchuria-Mongolia Production Museum in Port Arthur.

六 滿洲の開けた道

滿洲は世界の旅行者および實業家が容易に行ける土地である。アジアの到るさゝらで見られるような驚くべき風景美が歐米人をこの意い國え誘ひ寄せる。たゞに滿洲は、目覺ましい種々の發展、新興都市、近代的な産業、科學上の諸業績、廣大な農業用地などを繰り振げているだけでなく、また、この古い「滿洲人の國」は忘れられない美に富んである。色々な都市は二重の魅力を持つ。古い又部風の主要都市は相伍して近代的の都市が勢をとり、それがため、旅行者はたゞに昔の東洋風の生活風景を楽しむばかりでなくまた元かも自分の國で生活するように此の地でも生活することも出来るのである。

實地に臨む、驚くべき滿洲新興都市、大連については既に前述の途中に記したところである。南滿洲鐵道の北の終點に在る長春は、滿洲の増城を得せられ、その街路に今もなお古いロシア風の四輪馬車が、以輪の北京馬車、人力車、歐米最新型自動車の中に混じつて走る。

大連は長春の殆んど中間に位する奉天は滿洲で歴史的興味の最も大

い地誌である。一六四四年清朝初代皇帝が首府をこの都市から北京に移した。この古都の厚い威風凛々な面影は、土着住民は今日もやはり、何百年も昔からの生活をそのまゝ、續けてゐる。移しい人垣のある街路は店舗、武門、支那風劇場、柱塔、寺院、宮殿などの景観を呈へる。城外周邊の林の中に支那皇帝の墓所たる清朝歴代皇帝の莊大な歴史的墓碑が立つてゐる。

その他数々の都市もそれぞれ旅行者に必らず特別の興味を覚えさせるが、これらはすべて南滿洲鐵道の沿線にある。滿洲は都市ばかりでも、大草原ばかりでも、また大豆畑ばかりでもない。岩を噴き出流のある山々、古めかしい寺院、仙女のような杜などが、病氣に効能ある湯が湧くので有名な、歴史的温泉の背景をなしてゐる。黃海に面して並ぶ東洋一の美しい海岸保養地は東洋に住むすべての西洋人に知られており、今やそれが東洋を通る旅行者を手招きしてゐる。

星ガ浦（スター・ビーチ）は自動車で大連から二十分程の海岸保養地である。一軒の近代式夏季ホテルと浴場のような多岐のパンガム

の滞在客を集め、彼等はこの魅力に富む土地の素晴らしい海水浴、テニス、ゴルフなどを楽しむ。

黄金堂（旅順港）は美しい海岸保養地であつて、ここに古戦場である松林の丘、じんまりしたバンガロー、一軒の快適なホテルがある。古い漁村がこれに興趣を添え、また断崖の上ニ立つ数軒の小さな茶屋に恍惚ささせられる。

熊岳城温泉の療養的価値は大きい。この美しい保養地に保養する旅客には優劣な旅館設備が提供される。

奉天南方の美しい山脈、千山には佛教および道教の寺院が多数あつて、旅行者は温泉地在中に、に親しみと魅力を見出すのである。崂山の冒を制つて瀧が落ち、人を魅するような道がついており、この道を徒歩や馬で行けば旅行者は多くの喜びを與えられる。前記の寺院の何れかで過ごす一日乃至一夜は、神秘華麗な支那歴史の一頁である。

千山々脈に近い鞍山附近の湯崗子温泉は大きな保養価値を有する。この温泉は昔から知られていて、非常な發展を遂げており、米山式改良を

施した一軒の美しい日本風旅館が観光客を迎える。

美しい湯治場と呼ばれる五龍背は安東附近の谷中にある。この歴史ある温泉は近代的に開發され、科學的に調整され、リュウマチに卓あることが發見され、その魅力の一部をなすものに快適な近代式ホテルがある。

教育

一九〇七年當時は、僅かに小學校が二校あつたに過ぎず、その一つは、日本人兒童のために送陽でヤリスト教育年會が經營したもので、もう一つは支那人兒童のために佛敎傳道會が金に設けたものであつた。現在、清滿洲鐵道會社が維持經營しつゝ、ある教育施設は、日本人小學校二十五、支那人小學校十三、補習學校四十四、女子補習學校十一、高等女學校二、商業學校二、中學校二、工科大學一、鞍山學校一、醫科大學一、幼稚園および運動場二十である。これらの學校の他、中央圖書館二、同分館十九、巡回圖書館二百十およびその他の教育施設がある。

支那人學生々徒は日本人のそれとの間には全然差別待遇がない。但し

○ 以 子 不 賢

[illegible]

二つの商業學校（長春、營口）は實業主義により日支人共學を行ないつゝある。右の二學校と関連して撫順鎮山學校がある。小學校から大學に至るまでこれら諸學校のすべてにおいて、凡ゆる種類の體育とスポーツが奨励されてゐる。

一九一一年、支那人兒童のための教育施設の開設を見るや、直ちに鐵道會社は、三人の教師を北京と奉天に二年間出張せしめ支那人の風俗習慣により一層明せしめるようにした。それ以後毎年教師の北京出張が続けて行はれてゐる。一九一三年教員養成所が設置され、一九一五年これが教育研究所と改稱された。

奉天にある南滿洲醫科大學は滿洲において二重の使命を持つ。その一つは滿蒙保健衛生普及一般計畫に補足を與えることであり、もう一つは日支人青年に醫療研究に関する近代的教育の機會を與えることである。

最初は授業料を徴收しなかつたが、現在では日本人學生から名目的な授業料を徴收してゐる。なほ多數の奨學金が給與されるから、志を抱く青年は學修の機會を得られる。學生は全部大學の寄宿舎で生活せねばならない。

宗教々育は、會道會社の學校計畫に積極的關心を拂つて來た多數のキリスト教々派の人々によつて行はれる。日曜學校と幼稚園が多數ある。滿洲及びその周邊地方の日本人キリスト教施設は其數が増加しつつある。

大連の病院は九つの科學部門から成る模範的な施設となつてゐる。工費百五十万ドルを投ずる壯麗な病院建物の新築工事は一九二三年に着工された。大連病院の收容し得る入院患者以外に、外來患者のための診察がある。一九一一年の創立に係る醫科大學が奉天にあり、同校においてこれらの病院および診療所に向けられる醫師の養成が行はれる。

日本赤十字社もまた、滿洲および蒙古の全般にわたつて多數の病院を經營しつつある。そのうち若干は、支那人中の比較的貧しく無教育な階級に最大の恩恵を及ぼし得るような地點に設けられてゐる。また大連および旅順には傳染病のため婦人患者のための各特別病院がある。

以上の如き諸施設の大部分は看護婦養成所を併せ有し、且つそのうち若干施設は藥學知識を求める人々のために藥學校も經營してゐる。これらの各病院は滿洲内の凡ゆる人に開放せられてゐるから、以前は科擧の恩みを受け得

なかつた何千人もの民衆が今や各病院の門に殺到しつつある。

會社は病院を經營する他、常備の公醫をも有してゐる。これらの醫師は各自の業務に従事する傍ら、公共保健のために傳染病發生蔓延の防止、傳染病調査等の指定を受け、また甚だ多數の土着住民が從來清潔の必要すら知らなかつたような地方に、保健衛生知識を力の及ぶ限り普及することを指定されてゐる。かかる有資格醫師が租借地全體に散在し、大都市、古い支那入町および鐵道區域以外において彼等は醫療に従事しつつある。

東京州における公共保健方策にして未だ施行されないものは何一つない。保健部は毎年無料で住民に種痘を施す責任を負うてゐる。種痘實施による保健記録は年々向上の一途を辿りつつある。

傳染病は從來一の難問題であつた。中國政府、同東廳、消滅管理下の各病院診療所並びに醫師、および防疫局は一體となつて、かかる傳染病の防

止に努め、滿洲の民衆を傳染病の猛威から保護することに努めて來た。防疫局はすべて感染病を病院に移すか又は検査所内に隔離するという方法をさることによつて、港灣および臨水地において特に效果ある業績を挙げ

てきた。右の諸組織は滿洲連年の戦争に協力しつつあり、これによつてこの
傳染病媒介手段の絶滅を企てつつある。

門真藥もまた門真州全體にわたり飲料水検査を行なう。南滿洲鐵道會社は大
連にある中央試験所から派遣される検査技師の手を遣じて月一回鐵道沿線の
水を検査する。鐵道附屬地全體にわたり井戸水はすべて一年に二回検査され
る。會社は凡ゆる食肉類の検査も行なう。

すべての學校はそれぞれ校醫を割り當てた。更に巡回の眼科、齒科、耳鼻
咽喉科もあつて彼等もまた滿洲の兒童の健康保護に當つてゐる。この検査
相談、治療制度は鐵道工場、諸工場および鞍山に實施せられる。

近代的な鐵道制度を有する滿洲には、今や日本からも支那の他地方からも
容易に行き來りが出でる、世界旅行者は彼等の東洋旅行日程中に今では滿洲を
組入れる。

東洋の二大首都たる東京、北京間の最短路は朝鮮と滿洲を経ずるものである。

しかして南滿洲鐵道の快通によつて旅行は一層魅力あるものとなる。滿洲族の古都奉天から南へ天津、北京、南京その他の都市を通る京奉線、および津浦線（中國政府經營鐵道）の輸送は優秀である。北京から京漢線と上海南京線（京滬線）が滬口と上海を結び、北京終遠線は綏遠と世界的に有名な万里の長城へ達する。

大連からは天津、上海、青島、香港への愉快な海の旅がある。

長春からは、直支鐵道（シベリヤ横斷鐵道の一部をなす）が旅客をハルビンに加え北方地點までも運び、更にそこから直のウラジオストクへ又はモスクワおよびヨーロッパへの陸路に當る、西の滿洲里へと進む。

朝鮮國有鐵道は旅客を西方滿洲の安東から朝鮮を從斷して朝鮮海峽に臨む釜山まで運ぶ鐵道であるが、これは南滿洲鐵道會社によつて運送されている。釜山から遼陽間は旅客を日本の下関に送り、そこから日本國有鐵道によつて日本國有鐵道の如何なる地點にも運送することが出来る。即ち南の長崎へへて、上海および香港との航路が連絡する。又は北へ向つて大阪、神戸、京都、東京、横濱へ。

「滿洲——好機の」——南滿洲鐵道會社、ニューヨーク、一九二四年刊の沿革。

Rejected

A REPORT
on
THE COMMUNISTIC MOVEMENTS
in
MANCHURIA

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Contents

The Communistic Movements in Manchuria

A Diagram showing the distribution of Chinese Communists in Manchuria.

An Outline of the Communistic Activities in various parts of Manchuria since the Outbreak of the Manchurian Incident (September 1931 - December 1931).

An Outline of the Communistic Activities in various parts of Manchuria since the Outbreak of the Manchurian Incident (January 1932 - March 1932).

The Communistic Activities in Manchuria

About 1917, the Communists of Russia started their campaign of Bolshefying Europe, but on seeing the difficulty of successfully carrying out their campaign at every front, they turned their activities to the east, and beginning with Persia, Afghanistan and India, they began Bolshefying the Far East about the time Siberia was subjugated by Soviet Russia in 1919, and after getting the whole of Outer Mongolia in their clutches, stretched their hand to the Kulun-

Buyer region, and continued active in the propagation of communism along the Chinese Eastern Railway and in such places as Mukden, Yingkow, Antung and Chientao.

The Bolshefication of Manchuria, however, was anything but easy at that time owing to the strict surveillance kept by both the Japanese and Chinese authorities, and their efforts, great though they were, were of comparatively little avail, and their activities seemed for a time brought to a standstill.

The diplomatic complications of 1929 in connection with the Chinese Eastern Railway afforded the Third Internationale a rare chance to instigate their Manchuria committees to start an anti-war movement to disturb Manchuria, and when the attitude of the Chinese authorities in the northeastern provinces became infirm owing to the conclusion of the Khabarovsk pact, an outcome of the Chinese Northeastern Army having been overwhelmed by the Russian army, the Third Internationale again quickly seized the opportunity to strictly order Chinese Communists to start activities, and succeeded in strengthening their battle fronts in Manchuria by bringing under the control of their Manchuria headquarters the Kaoli, Korean and other communistic bodies formed by Koreans, which had hitherto been quite independent of the Third Internationale, and went ahead with such work as labour movements, Bolshefication of young men, movements for the mutual aid of workmen, anti-Imperialistic movements, military training of communists, and the instigation of soldiers to revolutionary revolts, with the result that the red unrest became more and more apparent in many places in Manchuria.

The Manchuria Incident occurred under these circumstances. Social unrest and disorder are the most suitable conditions for communistic campaigns to gain in, and reactionary elements and revolting soldiers are the easiest to be made a cat's paw of by the Third Internationale.

The Third Internationale, therefore, gave instructions to their committee at Harbin to the effect that Japan's advance to North Manchuria was quite incompatible with Soviet Russia's Far Eastern policy, and that the communists must use every means to force the collapse of the Japanese army by planting communistic elements among the Japanese military organs so as to cause anti-war agitation from within.

We were also informed that the Far Eastern Bolshevik military committee in Vladivostok was inviting Koreans to organize a Baltizan Army with a view to agitating the Japanese army in Manchuria.

On the other hand, the reactionaries opposed to the new State of Manchuria, together with Chang-Hsue-liang's followers, in their desire to cooperate with Soviet Russia for the purpose of overthrowing the State of Manchuria and keeping off Japan, tried their utmost not only to Bolshefy these reactionary soldiers and irregulars but also to instigate the communistic young men to assassinate leading persons and officials of Japan and Manchuria, wreck the railways and attack the cities. The latest overturn of the Japanese military train and the attempt to wreck the Chinese Eastern Railway were but the few instances of their intrigues.

What was most noteworthy, however, was the fact that in January this year they established the so-called Soviet area near Hulin and

Tumuchuan in Kirin province, and organized a red army, which fact makes us believe that the Third Internationale means to guide the movements for Bolshefying Manchuria with this area as their base, just as they do in China Proper with their area in the boundaries of Kianghsi and Hunan as their base.

Moreover, the Third Internationale tried to make their campaigns more effective by Bolshefying workmen in North and South Manchuria.

The program of their Manchuria provincial Committee speaks very eloquently of their dark intentions. The program, calling attention to the fact that the South Manchuria, the Chinese Eastern, and the Peiping-Mukden Railways were very important, that there were large numbers of workmen at Harbin, Mukden, and Daire, and that the great mines at Fushun and Penhsihu had a large number of miners, emphasized the necessity of concentrating every available means on enlarging workmen's associations, solidifying their footholds in factories, unifying the lower classes, and putting their vanguards and overseers under arms for self-defence.

The Third Internationale also sent a large number of red officers to Harbin soon after the settlement of the diplomatic complications of 1929, and have them now working in the Chinese Eastern Railway and other institutions that they may at once take up arms in any emergency, and at present the members of the armed Russian Communistic organizations along the Chinese Eastern Railway number 5,700 and are equipped with machine guns, pistols and rifles.

It is a custom with the Third Internationale to propagate their ism first, then to form communistic organizations, and lastly when they have become somewhat influential, to start rioting, wholesale

or local as the case may be, as has been the case in China proper, Europe and India.

In Manchuria, too, their movements seem to be pursuing a similar course.

It is now clear as daylight and admits of no controversy that the activities of the Third Internationale are not only a great menace to the peace, order and welfare of the people and the realization of the noble ideal of turning Manchuria and Mongolia into a Utopia for all nationals, but quite detrimental to the interests of Manchuria and Japan, and of all the other nations as well!

A Diagram Showing
The Distribution Of Chinese Communists
in
Manchuria

The Chief Executive
Committee
Of Chinese Communists
(Shanghai)

The Provincial Committee
For Manchuria
(Mukden)

The Special Committee
For East Manchuria
(Yenchi)

Members are stationed
in principal parts
of East Manchuria

The Special Committee
For South Manchuria
(Mukden)

Members are stationed
in each prefecture of
South Manchuria, but
their number is not
definitely known

The Special Committee
For North Manchuria
(Harbin)

Three members are
stationed in each
prefecture of
North Manchuria

An Outline of Communistic Activities in
Various parts of Manchuria Since the Out-
break of the Manchuria Incident
(September 1931 - December 1931)

Mukden

1. Manifestos and bearers thereof were discovered.
2. Some Chinese Communists were arrested.

Haichuan

Manifestos were discovered.

Dairen

Manifestos were discovered

Kirin

Manifestos were discovered.

Harbin

1. Bombs were thrown at the Imperial Japanese Consulate-General and other buildings.

2. Manifestos were discovered.

Chientao

Manifestos of various descriptions and programs were discovered.

An Outline of the Communistic Activities in
various parts of Manchuria since the outbreak
of the Manchuria Incident
(January 1932 - March 1932)

Harbin

1. Some propagandists stole into the Northeastern provinces.
2. Orders were issued by the Moscow Government to the Committee at Harbin to take positive measures against Japan, and the Comintern instructed the Soviet organs in China to propagate anti-Japanese agitation.
3. The North Manchuria Anti-Imperialistic League held a mass meeting protesting against Imperialism, and circulated their literature.
4. Funds for propagating communism were collected from the Soviet employees of the Chinese Eastern Railway.
5. Literature protesting against the entry of the Japanese troops into Harbin and urging their ousting was posted by the Harbin Comintern.
6. Handbills protesting against the new state of Manchuria were strewn by the Chinese Communistic Young Men's League.

Various places

1. Anti-Japanese propaganda was carried on by radio, press, and every means available by the Soviet Communists.
2. A Communistic organ was formed and a campaign for the propagation of theirism was conducted by the management of the Manchuria provincial committee.
3. Soviet Russia was energetically active in the east of Kirin province, aiding the Chinese and Korean Communists, organizing the Soviet system, Bolshefying the anti-Kirin troops, and supplying them with arms and munitions.

Vladivostok

The Bolshevik military Committee
plotted to disturb the rear of the
Japanese army

Additional Remarks.

Since the beginning of April, Communistic movements have been gaining in vehemence to a degree almost amounting to ~~general~~, and the communists have been busily engaged in such plots as shooting Japanese policemen, wrecking railways, attempting surprise attacks on Harbin, and supplying the anti-Kirin troops with arms and munitions.

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附屬書第六

滿洲に於ける共產黨運動に關する報告

目次

滿洲に於ける共產黨運動

滿洲に於ける中國共產黨分布表

滿洲事變勃發以後滿洲各地に於ける共產黨活動概況

一九三一年九月より十二月まで

一九三二年一月より三月まで

滿洲に於ける共產黨の活動

一九一七年頃ロシアの共產黨はヨーロッパ赤化の運動に着手したが各方面に於て其成功を収める事の困難なるを看取りて其鋒先を東に轉じ、ベルシア、アフガニスタン、インドを手始めとして一九一九年シベリアがソビエツト、ロシアに征服せられた頃極東の赤化を開始した。外蒙全

部を其手中に収めた後、呼倫貝爾（ホロンバイル又はコロンバイル）に觸手を伸ばし更に東支鐵道沿線並に奉天、營口、安東及間島の各地に共產黨主義の宣傳を活潑に續けた。

然し滿洲の赤化は日支兩國官憲の監視が嚴重であつた爲當時は決して容易でなく、彼等の努力は非常なものであつたけれど比較的僅かな效果しか收める事は出来ず其活動は一時停頓したと思はれた。

東支鐵道を繞ぐる一九二九年の外交紛争（譯註、張作霖軍の東支鐵道占領を見たる露支紛争）は第三インターナショナルに對しその滿洲委員會を喚起して滿洲の擾亂を指す反戰運動を起させる絶好の機會を與へた。そして支那の東北軍（譯註、張作霖軍）がロシア軍に壓倒せられた結果として、ハバロフスク協定が締結せられた爲東北三省に於ける支那官憲の態度が軟化した時に第三インターナショナルは忽ち機會を捉へ中國共產黨に嚴命して活動を開始せしめ從來第三インターナショナルとは全く關係の無かつた高麗共產黨、朝鮮共產黨其他朝鮮人の組織する各種の共產主義團體を第三インターナショナル滿洲東部の支配下に收める事によつて滿洲に於ける其

戦線を強化する事に成功した。かくて労働運動、青年層の赤化、職工互助運動、反帝國主義運動、共產黨員の軍事教練、兵士に對する革命的反亂の使喚等を行つて活動を續け其結果滿洲の多くの所に赤化の不安が益々明らかになつて來た。

滿洲事變はかかる情勢の下に起つた。社會的不安と秩序紊亂とは共產主義運動にとつて利用すべき最適の條件であり、反動分子（譯註：滿洲新國家運動に對する）と反亂的傾向を有する兵士とは第三インターナショナルにとつて其手足とするのに最も容易なものであつた。

それ故第三インターナショナルは在ハルビンの委員會に指令を發し日本の北滿進出はソビエット・ロシアの極東政策と相容れざるものであり、共產主義者は日本軍機關の間に共產主義的分子を扶植し内部から反戰的行動を起さしめて日本軍の崩壊を來すの外無からしむる策にする爲にあらゆる手段を用ひて努力せねばならぬ旨を傳へた。

又在ウラジオの極東ボルシェビキ軍事委員會は在滿日本軍を煽動する目的でバルチザン軍を組織するよう朝鮮人を誘つて居るといふ情報もある。

つた。

一方に於ては滿洲の新國家に反對して居る反動分子並に張學良の部下は滿洲國を倒し日本を驅逐する目的を達する爲ソビエット、ロシアの協力を熱望して之等の反動的兵士及不正規軍を赤化せしむるよう全力を盡して試みただけでなく共產主義の青年を使喚して日滿の指導的人物及官吏を暗殺せしめ鐵道を破壊し都市を襲撃せしむるように努めた。最近起つた日本軍用列車襲撃事件及東支鐵道破壊計畫の陰謀のはんの數例に過ぎない。

最も注目すべき事は本年一月彼等が吉林省虎林及突木泉附近に所謂ソビエット地區を建設し赤軍を組織したといふ事實である。此事は我々をして江西、湖南兩省に於けるソビエット地區を根據地として支那本部の赤化運動を行つたのと丁度同じやり方で第三インターナショナルは此地區を根據地として滿洲赤化の運動を指導しようとして居ると信ぜしむるものである。

更に第三インターナショナルは南滿及び北滿に於ける職工の赤化によ

つて彼等の運動を一層効果あらしめようと試みた。

第三インターナショナル満洲地方委員會のプログラムは彼等の腹黒い意圖を非常に雄辯に物語つて居る。此プログラムは南滿洲鐵道、東支鐵道及京奉鐵道が非常に重要である事、ハルビン、奉天、大連に多数の職工が居る事、撫順及本溪湖の大鎮山には多数の鐵夫が居る事に對して注意を喚起し工人會の擴大、工場内に於ける地盤の確立、下層階級の統一、先遣及監視に當る者の自衛の爲の武装を強調した。

第三インターナショナルは又一九二九年の外交紛争の解決直後ハルビンに多数の赤色士官を送り今では一朝事ある時は直ちに武器を執り得るよきに東支鐵道其他の機關内に働かせて居る。現在東支鐵道沿線に於けるロシア共産黨の武装組織の数は五、七〇〇に達し機關銃、拳銃、小銃を裝備して居る。

第三インターナショナルの慣例的手段は先づ最初に其の主義を宣傳し次に共産主義的組織をつくり最後に多少の勢力を得た時に支那本部、ヨーロッパ、インド等の例に見るやうに其場合々々に應じて大々的な又は

地方的な騷擾を起すのである。滿洲に於ても亦彼等の運動は同じ様な筋道を辿るもののようである。

第三インターナショナルの活動が大眾の平和、秩序及福祉並に滿洲及蒙古を以て凡ての蠻貊の害にとつての理想國たらしめんとする崇高な理想の實現にとつて大なる脅威であるだけでなく滿洲及日本並に他の諸國の利益を同じ脅かすものである事は今や白日の如く明白であり且つ争ふ餘地の無い所である。

滿洲に於ける中國共產黨分布表

中國共產黨中央執行委員會（上海）

滿洲地方委員會（奉天）

東滿洲特別委員會（延吉）

東滿の各要所に委員を駐在せしむ。

南滿洲特別委員會（奉天）

南滿各縣に委員を駐在せしむるも其微許ならず。

北滿特別委員會（ハルビン）

北滿各縣に委員三名を駐在せしむ。

滿洲事變勃發後、滿洲各地に於ける共產黨活動概況

一 一九三一年九月より十二月まで

奉 天 一 宣傳文並に其携行者を發見す

二 中國共產黨員數名逮捕せらる。

海 上 宣傳文を發見す。

大 連 同 上

吉 林 同 上

ハルビン 一 日本總領事館其他の建物に爆彈を投ぐ。

二 宣傳文を發見す。

間 島 各種の宣傳文及プログラムを發見す。

二 一九三二年一月より三月まで

ハルビン 一 宣傳員數名東北各省に潛入す。

二 モスコウ政府よりハルビン委員會に對し積極的反日手段を採る可き旨命令し且つコミンテルンより在支ソビエツト各機關に對し反日煽動の宣傳をなすべき旨を指令す。

其他地區

三 北滿反帝國主義聯盟大會を開きて帝國主義に抗議し宣傳文書を頒布す。

四 東支鐵道ソビエット系従業員より共產主義宣傳費を徴集す。

五 日本軍のハルビン入城に反對し其破滅を奨めたる文書ハルビンのコミンテルンにより揭示せらる。

六 中國共產黨青年聯盟滿洲新國家反對のビラを散布す。

一 ソビエット共產黨員ラジオ、新聞其他あらゆる手段を用ひて反日宣傳を行ふ。

二 滿洲地方委員會の手により共產黨機關を組織し主義宣傳の運動を行ふ。

三 ソビエット、ロシア吉林省東部に於て熱心に積極的行動に出で、中國共產黨及朝鮮共產黨を援助し、ソビエット組織をつくり、反吉林軍の赤化を圖り之に武器彈藥を供給す。

ウラジオストク

ボルシェビキ軍事委員會日本軍の後方擾亂を計畫す。

附記

四月初以來共產黨の運動甚だ活潑となり殆んど脅嚇主義とも

いふべき程度に達し共産主義は漸くに日本警官の狙撃、鐵道破壊
ハルビン急襲計畫、反吉攻撃に對する武器彈藥の供給等に從事し
つつあり。